PRACTICAL GUIDE TO LATIN AMERICA
PREPARATION · COST · ROUTES AND · SIGHT-SEEING

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CENTRAL · AMERICA
WEST · INDIES
SOUTH · AMERICA

ALBERT · HALE

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PRACTICAL GUIDE TO LATIN AMERICA

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PRACTICAL GUIDE TO LATIN AMERICA

INCLUDING

MEXICO, CENTRAL AMERICA THE WEST INDIES AND SOUTH AMERICA

PREPARATION, COST, ROUTES
SIGHT-SEEING

BY

ALBERT HALE, A.B., M.D.

Member of the Geographical Society of Rio de Janeiro. Author of "The South Americans." Special Compiler International Bureau of the American Republics

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TO

HON. JOHN BARRETT

DIRECTOR OF THE INTERNATIONAL BUREAU OF THE
AMERICAN REPUBLICS AND
FORMERLY UNITED STATES MINISTER
TO SIAM, ARGENTINA, PANAMA, AND COLOMBIA
FOR HIS EARNEST ENTHUSIASM
FOR PAN-AMERICANISM
THIS BOOK
IS RESPECTFULLY DEDICATED

THE INTERNATIONAL BUREAU OF THE AMERICAN REPUBLICS is maintained by the twenty-one American Republics, including the United States, for the development of Pan-American friendship, peace, and commerce. It is an independent institution, controlled by a Governing Board consisting of the diplomatic representatives in Washington of these Republics, the Chairman of which is the Secretary of State of the United States, *ex officio*. It is located in Washington, and, owing to the generosity of Mr. Andrew Carnegie and the munificence of these Republics, there will soon be ready for occupancy a beautiful building, suitable to the purpose, for a permanent home there. Its Columbus Memorial Library is one of the finest collections of Latin-American literature in the world. The chief officers are a Director and a Secretary, appointed by the Governing Board. The special work in which the Bureau is engaged consists of editing Handbooks on each Republic, issuing pamphlets on subjects of particular interest, and publishing a Monthly Bulletin containing the latest available authoritative information about all these American Republics. Correspondence on any subject within the scope of the Bureau is always invited.

PREFACE

This little book could not have been written without the aid of my sister, Señora Fanny Hale Gardiner. Her wide acquaintance with Spain, her travels in Mexico and Cuba, and her knowledge of things Latin-American, in addition to many hours of labor generously given to me, have all contributed materially to its compilation.

It is not claimed that we have been in every place mentioned, but most of them I know by personal experience, and long association with Latin America, together with my official position in the International Bureau of the American Republics, have given me an extensive intimacy with this part of the western world.

Most of the numerical statements are taken from trustworthy authorities; in some instances they are, intentionally, simply approximate equivalents, in others they are original computations. If, however, corrections or additions occur to any traveller, it will be a favor to myself to offer them freely. The blank pages in the back of the volume may be used for notes of this or any other nature, to be forwarded to the publishers at the traveller's convenience.

Finally, I desire to acknowledge my indebtedness to the International Bureau of the American Republics for many courtesies received from members of the Staff, and to commend that Institution as a wonderful storehouse of information on all matters pertaining to America.

A. H.

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PRACTICAL GUIDE TO LATIN AMERICA

CHAPTER I.

The Point of View

The traveller who sets out, on business or on pleasure bent, to explore seas and lands as unfamiliar as those occupied by our sister republics to the south of us, from the Rio Grande to Cape Horn, takes to his project with feelings of wonder, curiosity, prejudice, or dread, according to his temperament. He prolongs his experiences or hurries through his ordeal, he garners a wealth of information and recollection, or he shuts his eyes to everything but the necessities of his affairs, according to the breadth and sympathy of his nature. But who can question that the broader minded and more sympathetic traveller reaps the greater harvest and glides more smoothly over the obstacles in his path?

"It is a pleasant pilgrimage in which the journey itself is part of the destination," says Dr. Van Dyke, a traveller who has enriched himself and the world by his observations, and his remark may be reënforced by the words of

Robert Louis Stevenson, who said, "To travel happily is better than to arrive."

To the experienced traveller this little homily will be superfluous except in so far as it contains for him the advice to refrain from odious comparisons between the unsettled conditions and methods of the new world and the established and more advanced ones in older civilizations. To the novice a few words of helpful suggestion may not come amiss, and may show him how to see the advantages of the new and to endure the absence of what he is used to at home.

One cannot travel comfortably at sea without getting one's sea legs on, to use a nautical phrase, which means, of course, adapting oneself to the motion of the vessel and, more than that, to the cramped stateroom accommodations, the deck life, the meal hours and customs, the time expressed in bells instead of in the figures on the clock face, — all of which generally amuses rather than displeases the traveller. Sea life over, there is much wisdom in the application of the advice "to do in Rome as the Romans do." If the customs of the Romans have no interest for the dweller in Springfield, why leave Springfield at all? Or, if under compulsion, why not bring back

to Springfield an intelligent understanding of Roman customs which shall add something to Springfield's sum of knowledge? Apropos of this, it is not such a far cry from Rome to Latin America, for in a very literal sense the "Roman idea," as described by the late John Fiske in one of his essays, dominates the laws and customs of our sister republics. The Anglo-Saxon American must especially remember that it is a Latin civilization with which he is to come in contact, to be explained only by an acquaintance with Latin or Roman history in its developments as Spanish, Italian, French, and Portuguese. There has been an age-long antipathy between Latin and Teutonic peoples, due largely to a lack of understanding, but let it not be prolonged by ignorance into antagonism expressed in contempt by each for the other. No matter in what particulars we may hold ourselves superior, the achievements of the Latin races are monumental, both in material and intellectual things, and were carried into Germanic lands when these were inhabited by peoples scarcely emerged from barbarism. They were carried also into the wilds of the new world and have left evidences that command the respect and admiration of every fair and open-minded traveller.

When one of us announces in Europe that he is an *American* his statement is generally followed by the query, "From North or South America?" Having no nominative of our own, we of the United States have adopted one which belongs to the whole western hemisphere, and we claim an exclusive right to it which does not properly belong to us. Foreigners, not satisfied with this, often call us Yankees, without any intended disrespect, and it is not worth while for us to resent it or to try to explain our local application of the term. We are guilty of the same kind of mistakes, though we know it not. The European is correct in his challenge, however, and he has a broader outlook over the western world than we, while the inhabitants of our sister republics who call themselves Argentinos, Chilenos, Colombianos, etc., proudly and properly assert that they, too, are Americans.

Europeans know almost as much about Latin America as about Anglo-Saxon America, but although their knowledge may be based on commercial acquaintance, even their merchant travellers have had time to note some of the beauties of the southern continent, and many have declared that the Andes surpass the Alps in grandeur, that the Pacific channels along the

Chilean coast equal the fiords of Norway, that the Brazilian slopes offer mountain scenery like that of Italy, while they find everywhere the romantic atmosphere peculiar to Latin peoples, together with the new-world history which is, in its own way, as fascinating as that of Europe. Of late, however, Latin America has been invaded by tourists of all nationalities, but because of this recency no comprehensive guide book has yet been issued, giving practical information about travel and sight-seeing there. Mexico is pretty well covered by Baedeker (included in the United States) and others; there are good manuals in Spanish for Argentina and Bolivia; for Rio de Janeiro and São Paulo in French and Portuguese, besides which the railroad and steamship companies issue handsome descriptive folders of their routes around and through the republics; but this present volume is the first attempt to put into handbook form those practical details covering all the republics which the traveller, whatever his purpose, wishes to have at instant command.

CHAPTER II

Preparations

For Study. — Even the average well-read man and woman know little of actual conditions in Latin-American countries, and their historical knowledge is generally limited to Prescott's histories of Mexico and Peru, Irving's Columbus, some reports or magazine articles on explorations in Yucatan, on the Amazon, or among the Andes. No doubt, recent events of national importance have aroused a "nine days' wonder" at the pictures by pen and camera sent home from South American ports and from places where Pan-American congresses have been held. The literature on the subject is growing enormously, however, and a list of the best modern publications will be given on page 225, which the intending traveller is advised to look over and select from sometime before starting. Under the heading of each country in this volume he will find a few lines giving the main points in its history, and a list of the principal cities with their particular points of interest. Blank pages at the back of the book he will find useful for notes on matters most interesting to him personally,

which will help to fix them in his memory and make them accessible for reference.

For the Voyage. — As most of the voyaging to and from the southern republics is upon warm and tropical seas, the heavy outfits for protection against the cold and stormy weather of the north Atlantic are unnecessary. If the journey is to extend around the Horn, however, such an outfit must be had in reserve or provided at Buenos Aires or Valparaiso. From these points northward there is little danger of cold weather, though there may be considerable dampness and humidity.

Travel on the smaller and less formal steamers running to Mexico and South America is much lighter and less fashionable than on the great trans-Atlantic liners, consequently there is no elaborate dress and fewer evening functions. Nevertheless, it is a prevailing custom to "dress for dinner," at least to the extent of a fresh waist on the part of the women and a dark coat on that of the men. Women are recommended to supply themselves with plenty of shirtwaists, — there is no regular laundering done on board even during a long voyage, — a couple of silk waists, a nice skirt beside the travelling dress, and a cape or cloak of light weight for deck use. A silk scarf or a chiffon

veil is more comfortable for the head than a hat, even a soft felt being at times too warm in a tropical sun and air. A dark parasol or umbrella, a pair of dark glasses, and some silk or cotton gloves will be found a grateful protection against the burning glare. Most well persons cannot tolerate flannels in those latitudes, but plenty of gauze and ordinary cotton underclothing is necessary, and a silk or light-weight dark petticoat will be found more serviceable than white skirts. A raincoat may be convenient but is not indispensable; a thin kimono, slippers as well as low shoes, a small pillow for the deck-chair, a bag for books, fancy work, and sewing materials, a bottle of cologne and one of camphor or smelling-salts are all desirable. Rugs, shawls, sweaters, hot-water bottles, etc., are superfluous for the average voyager, though they may be considered for a sensitive and delicate invalid. Men should dress about as they would in warm weather in a northern climate; however, on shipboard low tennis shoes and negligé shirts are very comfortable, and, in accordance with the custom followed by the officers on first-class liners, white duck suits can be worn in the daytime, although the coat, at least, must be changed for one of dark cloth to wear after dark for

the evening meal and for entertainments in the ladies' cabin.

It is advisable for every traveller to have a light bathrobe and slippers, for use both on the steamer and in the hotels on shore, because rooms with private baths are not common in Latin-American hotels, while the closer to the tropics one comes the more indispensable is the bath.

Seasickness. — Nervousness, dread, and fatigue have probably much to do with this malady, but it is useless to say that it is imaginary and may be conquered by the will. There is no absolute preventive, prevision, or panacea, but doubtless a few days of simple fare, a mild laxative, and a few hours' rest before boarding the steamer may do much to ward off the attack. The first day or two along the Atlantic seacoast may be rough, but after that one need not dread the high seas and winds that characterize the voyage to Europe. In any case, however, it is important to leave the stateroom, get out on deck, and stay in the open air; some find a little acid fruit or a glass of Apollinaris or other carbonated water good to take before rising; some breakfast on deck on tea or coffee with toast or crackers. Do not overload the stomach in the morning, and make it a duty to

walk as soon as possible and several times a day as an aid to circulation, digestion, and variation in the day's program.

Seasons and Weather. — It must be borne in mind that the seasons south of the Equator are the reverse of those we know in the north. Christmas occurs in midsummer at Buenos Aires, while July "'round the Horn" means frigid and antarctic temperature and storms. In the tropics there are no seasons, but the temperature depends on the altitude; wet and dry seasons will be mentioned under the countries. July, August, and September is the hurricane season in the West Indies, when travel should be avoided if possible.

Tickets. — Having made choice of season, destination, and steamship line or lines (a list of which will be found on page 162), write or call to engage passage, when a deposit will be required which will be applied on the final purchase, or refunded if due notice is given of change of purpose.

Stateroom. — The selection of the stateroom on modern vessels is not very important as all are located nearly amidships, ventilation is excellent, and there are electric fans, lights, and other comforts; still, it is well to be near the toilet and bathrooms and the stairways leading

to the deck. The eastern or morning exposure on tropical seas is to be preferred; some choose the western or land side in going to the West Indies and Mexico on account of the stronger breeze, but experience varies. As the berth is numbered and registered on one's ticket, there can be no confusion or dispute with the sharer of one's stateroom, and an amicable division of hooks, drawers, etc., will be easily made between persons of average reasonableness and good nature.

Deck Chairs. — At the time of engaging passage inquiry should be made as to deck chairs. Some lines furnish them, but not all or always of the lounging type; some furnish none at all, but the steamship companies will secure chairs for which a rental is paid of one dollar or less for the voyage.* To this one's name is attached by a tag or a card inserted in a metal frame, and the chair may be moved about the deck to suit the traveller's comfort. On boarding the steamer hand the receipt for the chair to the deck steward, who will look after it and many other comforts day by day, so that if he does his duty he will call down blessings (and gratuities) upon his head.

* All prices given in this volume are in United States currency unless otherwise stated.

Place at Table. — The dining-room steward should be consulted as to place at table, which will always be the same and attended by the same table steward. It is sometimes more important to be near an exit than to be at the captain's elbow.

Bath. — The daily salt-water bath, hot or (preferably) cold, is recommended as a stimulant and as a luxury, and before breakfast rather than later in the day, although this is, of course, a matter of taste and convenience. Arrangements as to hours must be made at once with the bath steward or stewardess, and one must take one's turn or lose it.

Baggage. — The steamer trunk is intended to slide under the lower berth or sofa, and is thus out of the way while always at hand. Baggage should have the owner's name plainly marked in paint. The steamship companies provide tags with which to designate one's pieces of baggage for the stateroom or the hold. Some ships provide a storeroom, where pieces wanted, but too large for the stateroom, may be reached; but this is not general, and once in the hold baggage is almost inaccessible. Small and light trunks are better than large ones, as in many ports the transfer to land is made by tug or rowboat, and later the pieces

are often carried long distances in push carts or on the backs of men and donkeys, so that one should be glad to spare them pain, and oneself the misery of helpless pity. In fact, if the traveller's path leads into the interior and over a mountain trail, packages of more than one hundred and fifty pounds will be refused, or if carried at all the extra cost will be enormous.

Fees. — Fees on steamship lines running to Latin-American ports average somewhat less than on lines to Europe. Services which for a week's voyage across the Atlantic are rewarded with $2.50, are amply repaid with $2.00, in going to Caribbean ports. In going to Rio or Buenos Aires, a voyage of three weeks, $4.00 is sufficient. Fees are payable at the end of the voyage. There are approximately five stewards who should be remembered by these sums or less: the table steward, deck steward, bar and bath stewards, and the stewardess. Reward for other services depends upon one's demand.

Money. — United States money can be used for fees and other necessities on all steamers which depart from and arrive at United States ports, but on European or local steamers plying between Latin-American ports such money is accepted only at a discount. This loss may be avoided by providing oneself with British

gold, on which there is no discount when exchanged for local currency on any steamer or at any port. A table of foreign moneys and comparative values will be found on page 176.

Letter of Credit. — A letter of credit for Latin-American countries may be obtained from any first-class bank, which will also furnish information as to the use of it. This is by far the simplest, safest, and best means of carrying money. In case the tour is extended to interior points not included in the list of banks given in the letter, arrangements can be made with the bank at the nearest point on the list whereby money may be drawn through its own correspondent. The International Banking Corporation sells letters of credit for countries bordering on the Gulf of Mexico and the Caribbean Sea on the dollar basis, but as a rule letters of credit are still sold through European banks and with the face value in pounds sterling. It is a fact to be deplored that the United States has no direct banking exchange with South America. The American Express Company issues letters of credit as well as express checks to Latin-American countries.

Passports. — Passports are not indispensable, but as the cost is small ($1.00 each) it is well to possess one. It often serves as a letter

of introduction and may prove a safeguard obtainable in no other way. Apply to the Passport Bureau, Department of State, Washington, D. C.

Mail. — Mail may be safely addressed *Care Consul of the United States of America* at the point of destination. A list of these officers will be found on pages 188, 189. The care of mail is one of the duties of consulate officers. The post offices in Latin-American countries are as a rule admirably conducted, but letters from abroad often go astray because the superscription is different in form from that to which local officials are accustomed. For instance, a letter sent to John Smith, Esq., is apt to be pigeonholed among the *E*'s, and an imperfect *J* might be mistaken for a *Y*. If letters are expected *poste restante* (General Delivery) present your card or your name distinctly written, at the proper window.

It must be granted that the exchange of mail between the United States and South American ports is still very irregular and uncertain, and there is a long interval, sometimes weeks, between the despatch of a letter and the receipt of an answer. Consequently it is advisable for a person going even to the near ports of that continent to arrange with his family or business associates before starting for the use of

a mutual code and the registry of a cable address at both ends.

Telegraph Code. — Such codes may be compiled individually or purchased for a small sum from a code company or from many banks and express companies. This may on occasion save great expense and anxiety. For instance, in case of requiring a reply to a letter from Buenos Aires for which one must wait eight weeks or more, the use of the cablegram for each word of message and address might amount to a large sum, while the use of the code and registered address would reduce the expense to a minimum, as well as furnishing immediate communication with persons and affairs at home.

Languages. — The use of English throughout the Latin-American republics is so common that it is quite possible to make a tour without understanding any other language. This applies merely to the possibility of getting what one needs on railroads, in hotels, and in ordinary sight-seeing. In case of business transactions, however, a good knowledge of the language of the country is necessary, or else an *official interpreter* should be employed, who is authorized to act as such by government examination. *Spanish is the language of all the republics, except Brazil, where it is Portuguese,*

and Haiti, where it is French. To some extent French may be used everywhere, German in parts of Brazil, Italian in Argentina. In French, Dutch, and British Guiana, the corresponding languages are used, and these with Spanish are sprinkled throughout the West Indian Islands.

CHAPTER III

On Landing

On Landing. — Landing facilities at Latin-American ports are of many kinds, from accessible docks at which steamers tie, to transfer by tug, rowboat, or lighter. It will be well for the traveller to inform himself before starting of the kind he may expect to find at his destination. This advice is especially offered to the commercial traveller, who, if carrying goods or samples, should have them packed in such a shape as to be easily handled at that port in order not to lose through excessive charges all the profits expected from his venture. Every year, however, the governments are making improvements at the various ports.

The price of landing, where the steamer does not lie alongside the dock, is not included in the price of the ticket. The steamship companies will, as a rule, transfer passengers and baggage to shore by their own tender, on their own terms and at their own convenience, but the traveller may save time by arranging instead for transfer with one of the boats that come alongside as soon as the anchor is dropped. A party of four or more together may bargain

for transportation at the rate of about $1.50 apiece, including hand baggage; trunks had better be left in the hands of the steamship company for delivery at the custom house. The ship's purser may be relied on for information regarding these matters and others concerning the port of arrival.

If the passenger goes ashore merely for sightseeing, expecting to return to the steamer at the end of the day or evening, it will be wise to bargain with his boatman for both trips at a fixed price, otherwise he will be left in the lurch or charged exorbitantly for the return passage.

Custom House Examinations. — The examination at the custom house is generally thorough but courteous, and much liberality is shown to the foreigner. No rule applicable to all custom houses can be set down, but it must be stated that all the Latin-American republics have a protective tariff, and a large number of articles are dutiable. If courtesy and patience are mutual, however, no trouble need be apprehended. Never offer a fee or a bribe to a custom-house inspector, but, after the examination is over (the actual handling and chalking being done by a subordinate official), a modest gratuity to the latter will not give offence. If the steamer ties to a dock, the examinations

may generally be held at once, and the baggage may be removed by a *cargador* (who is not an expressman with a wagon but a little man with a push-cart, with whom one must drive a bargain); if the steamer remains in deep water and baggage is transferred by tender, the traveller is advised to go at once to his hotel, and there engage a *cargador* to accompany him to the custom house on that or the next day, not forgetting to make a bargain with him beforehand.

Storage. — No storage accommodations are customary anywhere and, should it be necessary to leave baggage for a time, special arrangements must be made through the courtesy of banks, hotels, or United States consuls.

Street-cars and Carriages. — All the large cities of the republics are supplied with street-cars run by electricity, although in some smaller towns the mule-car still lingers. In Rio de Janeiro trolleys are called "Bonds," and some of these are for second-class passengers only. Fares are about the same as in the United States, somewhat cheaper, perhaps, for the first *zone*, and increasing with the distance. This *zone system* of measuring fares prevails throughout Latin America.

Cabs are plentiful at a little higher price

than in Europe, but cheaper than in the United States. They are sometimes of first and second class, and sometimes too wretched for any class. Many cities are encouraging the introduction of taxicabs, but, except for calls and ceremonial occasions, trolleys will usually be found convenient for every purpose.

Hotels. — Boarding-houses and *pensions* are not to be trusted unless especially recommended. Hotels are generally run on the so-called American plan, including three meals a day, but the first consists of coffee and rolls often served in the room. Hotels in the large cities are attractive and comfortable, but in smaller towns and villages they are often bare, and sometimes primitive and dirty. What we call comforts are there luxuries not obtainable at any price because not essential to native ideas of living, and it must be remembered that in hot countries the more scant the furniture and draperies the better. Nobody ever stays in a bed room when not in bed, and if in some cases there are no parlors, writing-rooms, and smoking-rooms, there may be instead the *patios* or courtyards, where one chats, writes, eats, and smokes in the open air. Electric lights are in general use, and if there be not running water in the rooms, there are ample bathrooms in some part of the

hotel. Heating apparatus is seldom found, and in coast towns is unnecessary, but there is no denying that in towns situated at high altitudes, such as the City of Mexico and Bogotá, or in towns as far south as Buenos Aires and Valparaiso, travellers from our northern states suffer much from the lack of it.

Aside from railroad and steamship fares the cost of living must be estimated at not less than five dollars a day.

Clothing. — In this connection it must be said that while thin gowns and suits will do for tropical localities at sea level, the traveller must be provided with heavier underclothing and outer garments, and even rugs and hot-water bottles, when his excursions lead him to any altitude above four thousand feet. Travelling on the table-lands is often very dusty and the glare is painful to the eyes, against which provide dark glasses and thick veils.

Railroad Travel. — While no countries of Latin America are now entirely without railroads, yet not all important places can be reached by rail, and the mileage in even the largest countries is much less than in the United States and Europe. Chile, Argentina, Brazil, and especially Mexico, have long trunk lines, but travel will sometimes be found reduced to

quite primitive conditions. The railroads of Mexico, having been built and controlled mostly by United States capital, are generally of standard gauge and run aisled and vestibuled trains. Where European capital and control predominate, the gauge and type of car are somewhat altered, but the European compartment car is seldom seen. All roads run first- and second- and some run third-class cars. Owing to the habits of the humbler population, close contact with them is often unpleasant, and the traveller from our country is advised to keep to the first-class coaches, some of which in any case are none too clean or comfortable. Sleeping cars run on all main lines and are as well conducted as in the United States. Toilet accommodations are found on all trains. Dining-cars are attached to some trains, but meals are oftener taken at way stations, where ample time is allowed, the quality is good, and the price moderate. Travel is slower than in the United States. Ordinary travel may be reckoned at twenty, express travel at thirty, miles an hour. Express trains so called do not necessarily run every day. The cost of travel may be reckoned at *five cents a mile*, local rates, and at twice that amount for stage or carriage routes. Information even from the mouths of officials may be

as much a matter of probability as of definite facts.

Food and Drink. — Coffee is drunk universally, but it will not taste like coffee at home; the berry is the same as what we buy under various misleading names, but it is treated differently, being first *burned*, then made by the drip process, and served black and strong, seldom with cream, generally with hot milk, if desired.

The tea of northern commerce is not much used except by the English. There is a native substitute for it called *Yerba Maté* or *Paraguay Tea*, made from a variety of ilex or holly, commonly used in South Brazil and contiguous states.

Chocolate is a native of Mexico and has become a favorite beverage throughout the Americas. Cocoa, however, will not be easily obtained.

Wines are chiefly imported, although a small amount of native varieties is made in some countries. Beer is manufactured everywhere. Mexican *pulque* may be investigated, but is not recommended. Water must be inquired into, as in travelling everywhere, but Latin peoples are proverbially clever about conducting mountain and spring water to their towns, and many

modern systems of reservoirs and filtration are in use.

Fruits and vegetables are abundant and of great variety, but not all palatable to a northern taste. They should be sparingly indulged in at first. Bread is of the kind known as French or Vienna; butter is usually obtainable although not generally used. Meats are as a rule served too abundantly, for it seems to be taken for granted that the northern appetite demands a strenuous fare. As almost all hotels in Latin America are conducted by foreigners, and they cater to foreign tastes, the traveller is not likely to see too much of native dishes; some of these, however, are wholesome and delicious, and the traveller who never tastes them has missed a pleasant experience.

CHAPTER IV

Description of the Countries, their Chief Cities and What to see in Them.

Seaports are indicated by distances: those on the east coast from New York or New Orleans, those on the west coast from San Francisco or Panama. Interior towns are indicated by altitudes. Exceptions to this rule can be noted by the context.

MEXICO

AREA, 767,060 square miles, equal to region east of the Mississippi, less the New England States. Population, 15,000,000; 18 per square mile. Railway mileage, 15,000.

A country of hot coasts and elevated table-lands, brought to a high state of cultivation and civilization by the Aztecs and other primitive races who were conquered by the Spaniards under *Cortez*, 1519–1521. Rapid colonization followed, marked by monumental architectural and engineering works, such as cathedrals, palaces, municipal buildings, aqueducts, bridges, etc., and the development of phenomenal mineral wealth, as well as the introduction of European plants and animals. Dreadful as were the cruelties and oppression practiced by the Spaniards, they were not an innovation to the native population, for, as Mr. Flandreau says: "Until the advent of the conquerors, this part of the new world had been, for no one knows how long, a slaughter-house of the gods. Spain and the church continued a carnage of their own in the name of God." To this the Spanish government added greed and injustice against which the colonial and native elements finally united in resentment. The national awakening of 1810 was, moreover, a part of the great

wave of revolt which spread throughout all the Spanish-American possessions at that time. Mexican independence was declared in 1821, and a republican form of government established in 1823, which, barring the imperial fiascos of Iturbide and Maximilian, and other vicissitudes, has prevailed until the present day. Under the genius and strong hands of President *Porfirio Diaz*, Mexico is a peaceful, progressive, and prosperous nation, of twenty federated states, two territories, and a federal district. Mexico has more than fifty large cities and towns at or above an altitude of 4000 feet; it has also many important seaports on both coasts. It is connected with the United States by several lines of rail and telegraph, and by steamship lines between the ports on the Atlantic, the Gulf of Mexico, and the Pacific.

The climate has only wet and dry seasons, not well marked and depending more on altiture than latitude. As it is north of the equator, these seasons correspond relatively to winter and summer in the United States. The best time to visit Mexico is from January to June.

CITY OF MEXICO, capital, D. F. (Distrito Federal). Population, 400,000. Altitude, 7850 feet. Situated in the beautiful valley of *Anahuac*, surrounded

by mountains some of which are always covered with snow (*Popocatepetl*, 17,748 feet, *Ixtaccihuatl*, 16,076 feet, *Ajusco*, 13,628 feet). Maximum summer temperature, 80° F.; minimum winter temperature very near freezing point. Electric trolley system. Telephone, etc. The Federal District has an area of 578 square miles, eight times larger than the District of Columbia, U. S.

Visit the Cathedral,* second largest in the world; other churches; national palace; museum; new post-office; tomb of *Juarez* in San Fernando; cemetery of United States soldiers of the war of 1847; tree of "The dismal night" (Noche Triste); the Alameda (public park); Y. M. C. A.; Paseo de la Reforma bordered by handsome modern *colonias* or residence districts on the way to *Chapultepec*. Suburban places of interest such as the *Castle of Chapultepec, Churubusco, San Angel, Guadalupe, the Viga*, and the Drainage Canal can be reached by electric cars. The Senate meets in the National Palace, the Deputies in the Iturbide Theater. The President lives in his own private house.

Excursions may be made to:

(1) CUERNAVACA. Population, 9600. Altitude, 5428 feet. This charming town and valley, a favorite resort for the people from the capital, is reached by rail over the pass of *Ajusco*. One descends to a level 2500 feet lower than the city of Mexico and to scenes of richer character. *Visit* Palace of *Cortez;* cathedral; La Borda Gardens; and drive to the springs and to the estate still owned by Cortez' descendants.

(2) CUAUTLA. Population, 6300. Altitude, 4267 feet. Famous for its mineral springs, baths, and sanitarium. Was scene of heroic defence by Padre Morelos in

* Not all large churches are cathedrals, this term being applicable only to a church which is the seat of a bishop at the capital of a diocese, not always corresponding in area with the State. Mexico has twenty-two dioceses.

1812. The only town in the world where the railroad station is in a church. Between here and Toluca are the famous mines of *El Oro*.

(3) TOLUCA. Population, 30,000. Altitude, 8610 feet. Beautiful scenery on the way. *Visit* Plaza Mayor, State buildings, and church of Tercer Orden. Celebrated beer brewed here.

MORELIA. Population, 38,600. Altitude, 6396 feet. Famous *dulces* or preserves made here. *Visit* cathedral, Paseo, aqueduct, house of Morelos the patriot, College of San Nicolas.

PATZCUARO. Population, 7200. Altitude, 7184 feet. Hammered copper and lacquered ware made here. Cathedral, first seat of Jesuit order in Mexico. *Lake Patzcuaro* in the environs. This district is charmingly described by F. Hopkinson Smith in "White Umbrella in Mexico."

VERA CRUZ. Population, 30,000. 1978 miles from New York. 790 miles from New Orleans. Chief seaport on the Gulf of Mexico, approximately where *Cortez* landed in 1519 and burned his ships. Modern harbor, dredged and surrounded by stone moles, said to be the finest in the western hemisphere. City recently drained, cleansed, paved, and lighted. Trolley, telephones, etc. *Visit* prison of *San Juan de Ulloa* on an island in the harbor; plaza (music evenings), church, and market.

Journey to the capital (*via Mexican Railway*) is a road of wonders as far as the table-land. The traveller should stop at the two following cities:—

(1) CORDOBA. Population, 8200. Altitude, 2952 feet. Luxuriant vegetation and fruits. Rich plantations of coffee, cane, and tobacco. Pullman cars from here to junction on *Tehuantepec Railroad*.

(2) ORIZABA. Population, 33,000. Altitude, 4028 feet. Picturesque town at foot of Peak of *Orizaba* (17,373 feet). *Visit* churches, market, cotton mills, coffee and sugar plantations at *Jalapilla*. Famous gorge and Valley of *Maltrata* between here and *Esperanza*, after which the route is monotonous and dusty. Plains chiefly productive of maguey (*pulque*). Peak of *Malintzi* (13,516 feet) and others frequently in view.

(*Via Interoceanic Railway:*)

(1) JALAPA. Population, 21,400. Altitude, 4532 feet. Curious old-fashioned place, famous for pretty women, bad weather, and the production of jalap. From here trip to Valley of *Coatepec*.

(2) PUEBLA. Population, 99,000. Altitude, 7077 feet. One of the most picturesque, interesting, and progressive cities of Mexico. Products: cotton cloth, pottery, onyx, etc. *Visit* cathedral, best in Mexico; other churches, the old Paseo to the hill of Guadalupe, and excursion to the Pyramid of *Cholula*. Puebla is the junction for *Oaxaca*.

OAXACA. Population, 35,000. Altitude, 5069 feet. Birthplace of President *Diaz* and home of the late President *Juarez*. Handsome churches and other public buildings; tropical vegetation. *Visit* ruins of *Mitla*. Connection is to be made here with the *Tehuantepec Railroad*.

MATAMOROS. Population, 8500. Gulf coast port on Rio Grande, opposite Brownsville, Texas, with rail connection to Monterrey.

TAMPICO. Population, 20,000. 2009 miles from New York; 710 miles from New Orleans. Lies several miles up the Pánuco River. Splendid harbor. Steamers tie to dock. Modern progressive manufacturing and shipping city. Rail to capital *via* San Luis Potosí.

SAN LUIS POTOSÍ. Population, 61,000. Altitude 5786 feet. In center of silver mining region. Named after famous Potosí in Bolivia. Handsome public buildings and churches, aqueduct. To Aguascalientes junction on *Mexican Central Railroad.*

PUERTO MEXICO (*Coatzacoalcos*). Population, 5000. 2036 miles from New York; 812 miles from New Orleans. Terminus on Gulf of Mexico of *Tehuantepec Railroad*, opened by President *Diaz* in 1907. Twelve hours (190 miles) to Pacific terminus at *Salina Cruz.* Modern harbor facilities at both ends. Ships tie to docks. At *Santa Lucrecia*, about half-way, Pullman coaches can be taken to Cordoba on *Mexican Railway* to capital.

SAN GERONIMO, a station on *Tehuantepec Railroad*, beginning of the *Pan-American Railroad* southward to Guatemala.

FRONTERA. Population, 8000. 870 miles from New Orleans. Port of the State of *Tobasco*, the products of which are oil, woods, rice, cacao, and tobacco.

CAMPECHE. Population, 17,100. 1640 miles from New York, 660 miles from New Orleans. Railroad connection with Merida.

PROGRESO. Population, 8000. 1520 miles from New York, 542 miles from New Orleans. Port of Mérida, 30 miles inland by rail, center of trade and production of sisal hemp and henequen.

MÉRIDA. Population, 43,000. Altitude, 26 feet. Fine cathedral. An historic but modernized town. Trolley, telephone, etc. Ruins of *Uxmal* 60 miles distant. Flourishing plantations, celebrated *ixtle* fiber.

VIJIA. Port of new Territory of *Quintana Roo.* Inhabited by *Maya* Indians. Cabinet and dye-woods, gums and resins. The Territory is a free zone.

LAREDO (Nuevo). Population, 5000. Altitude, 401 feet. Mexican terminus (on the Rio Grande) of the *Mexican National Railroad.* Through connection from United States to Mexico City *via:*—

(1) MONTERREY. Population, 63,000. Altitude, 2010 feet. Pleasantly situated historic city. Called "Chicago of North Mexico." Large smelting works, mineral springs. Junction for Matamoros. *Visit* cathedral. Fine ride to Silla (Saddle Mountain).

(2) SALTILLO. Population, 25,000. Altitude, 5397 feet. Fine climate. Manufactures of Zarapes. Battlefield of *Buena Vista* near by.

CIUDAD PORFIRIO DIAZ (Eagle Pass). Population, 16,000. Altitude, 722 feet. Mexican terminus (on Rio Grande) of *Mexican International Railroad* to Mexico City *via:*—

(1) SABINAS. Population, 2500. Altitude, 1116 feet. Center of coal mining. Pretty town, on fine river, with extensive ranch life.

(2) MONCLOVA. Population, 15,000. Altitude, 1926 feet, Picturesque Mexican town founded in 1685.

(3) TORREON. Population, 25,000. Altitude, 3721 feet. Junction of *International and Central Railroads.* Center of important and growing cotton region; the Laguna District. Line from here to Durango. Pretty town of Lerdo in neighborhood. Trolley, telephone, etc.

(4) DURANGO. Population, 43,000. Altitude, 6207 feet. Cathedral town. Famous Iron Mountain near by. Mining center. Will ultimately be connected with the port of *Mazatlan*.

CIUDAD JUAREZ (Paso del Norte, El Paso). Population, 8500. Altitude, 3936 feet. Mexican terminus of *Mexican Central Railroad* to Mexico City *via:* —

(1) CHIHUAHUA. Population, 30,000. Altitude, 4759 feet. Historic but progressive modern city. Center of silver industry. *Visit* churches, mint, aqueduct. Trolley, telephone, etc. Junction for *Topolobampo* on Pacific coast.

(2) ZACATECAS. Population, 34,500. Altitude, 8013 feet. Trying climate. Picturesque but dirty city. Important mining center. *Visit* reduction works, potteries, market, cathedral.

(3) AGUASCALIENTES. Population, 40,000. Altitude 6181 feet. (*Hot waters*) famous mineral baths, fine farming country. Annual fair April 23. Trolley, telephone, etc.

SILAO, station for Leon (15 miles): —

(4) LEON. Population, 64,000. Altitude, 6068 feet. Is a cathedral town, has a variety of industries; leather goods, rebosos. On the road to Silao is a pretty causeway.

(5) GUANAJUATO. Population, 40,500. Altitude, 6759 feet. Medieval town with great modern mining industries. *Visit* plaza, Exchange (now prison), theater, Jesuit church, the Presa de Olla for the view, mines descended by stone stairways.

(6) IRAPUATO. Population, 20,000. Altitude, 5656 feet. Center of strawberry gardens where fruit ripens every day in the year. Junction for *Guadalajara.*

(7) QUERETARO. Population, 38,000. Altitude, 6166 feet. Scene of many patriotic episodes in Mexican history. *Maximilian* executed here, 1867. *Visit* Hill of the Bells, cathedral, aqueduct, Hercules cotton mills.

GUADALAJARA. Population, 105,000. Altitude, 5185 feet. Charming, modernized, clean, progressive city. Fine cathedral, beautiful plaza with excellent music, theater and other public buildings. *Visit* Gorge (Barranca) by street car, San Pedro potteries, Falls of *Juancatlan* and *Lake Chapala.* Railroad completed to the Pacific coast, *via* Colima.

COLIMA. Population, 21,000. Altitude, 1476 feet. In a richly resourceful section of the country. In sight of active volcano of Colima, altitude 14,120 feet. Has an arcaded plaza and some fine buildings. 56 miles to Manzanillo on the coast by rail.

NOGALES (also in Arizona). Population, 9700. Terminus of the *Sonora Railroad* to Guaymas.

ENSENADA, 507 miles from San Francisco.

MAGDALENA BAY, 992 miles from San Francisco. United States Target practice grounds.

SAN JUAN DEL CABO, 1253 miles from San Francisco.

Ensenada, Magdalena Bay, and *San Juan del Cabo* are ports of call in Lower (*Baja*) *California.*

LA PAZ. 1400 miles from San Francisco.

GUAYMAS. Population, 9000. 1510 miles from San Francisco. Terminus of *Sonora Railroad* to Nogales, Arizona, *via Hermosillo.*

TOPOLOBAMPO. Population, 1500. Pacific port for Chihuahua on the *Mexican Central Railway.*

ALTATA. Population, 5000. 1224 miles from San Francisco. Port of call for steamers on the Pacific coast. Rail to *Culiacan* (38 miles), elevation, 5000 feet.

MAZATLAN. Population, 18,000. 1344 miles from San Francisco. Prospective port for Durango.

SAN BLAS. Population, 3000. 1430 miles from San Francisco. Pacific port of call for *Tepic* (population 15,500; altitude, 2952 feet), and ultimately for Guadalajara.

MANZANILLO. Population, 10,000. 1544 miles from San Francisco. Pacific terminus of railroad to Colima and, in December, 1908, connection made to Guadalajara and thence to the Capital which is thus reached in thirty hours.

ACAPULCO. Population, 6000. 1836 miles from San Francisco. Splendid natural harbor, prospective port for *Balsas*, thence to the Capital. The difficulty of ascending to the table-land is very great, and at present the trip can be made only on mules. Partially destroyed by earthquake in August, 1909.

SALINA CRUZ. Population, 6000. 2089 miles from San Francisco. Pacific terminus of *Tehuantepec Railway.*

CENTRAL AMERICA

Area, 204,329 square miles. Equal to size of France or size of New Mexico and Arizona. Population, 4,292,000; 22 per square mile.

This portion of the northern continent comprises five republics: *Guatemala*, *Salvador*, *Honduras*, *Nicaragua*, and *Costa Rica*, and the Colony of *British Honduras*. The Caribbean coast was discovered by *Columbus* in 1502, and the country was subjugated by *Alvarado*, the envoy of *Cortez*, in 1523. The rule he established was continued, with little interference from Mexico, during the whole vice-regal period, but upon the proclamation of Mexican independence in 1820 the Province of Guatemala called a council of her neighbors and they decided to form a federation of states and to throw off the yoke of Spain. Dissensions, jealousies, and rivalries have been a frequent bar to their progress, but the idea of federation, dissolved in 1847, has never perished, and the late agreement (December 20, 1907) to submit their differences to arbitration, may lead to a union of purpose which will profit by the social, political, and industrial advantages of a geographic situation "where the crossways of Occident and Orient, of Europe and Asia, are to

meet and a city yet undreamt of is to arise which shall be the Alexandria of the future," according to the prophecy of Ampère. The climate of Central America has only two seasons, — wet and dry. The rainy season is from May to November, depending upon the altitude and proximity to the eastern coast. Travel is better, therefore, during the months of dry season, from November to May.

GUATEMALA

Area 48,290 square miles. Size of Louisiana. Population, 1,992,000; 40 per square mile. Railway mileage, 480.

This state declared its independence of Spain in July, 1823, and withdrew from the Central American Federation in 1847. Like all the republics except Salvador it has ports on two oceans. Its climate varies from that of the tropics at sea level to that of the temperate zone on the mountain slopes. It has a rainy season from December to May on the Caribbean side and from May to November on the Pacific side. There are several active volcanoes: *Fuego y Agua* (Fire and Water), respectively 12,197 and 13,487 feet, and *Santa Maria* 10,535 feet, which in 1902 overwhelmed the coffee plantations at its feet. In the same

year there was also a terrible earthquake, but the country has rapidly recovered from the damage done. There are twenty-two administrative departments within which lie four lakes having fish-culture stations established by an American. Coffee growing is mostly in the hands of Germans and the product is shipped to Germany. Timber, rubber, hides, fruits (especially bananas), and sugar are also exported. Wheat flour, iron and steel manufactures are imported from the United States, and cotton goods chiefly from England and Germany, this last country having made noticeable gains over the others in commercial relations with Guatemala. The *Pan-American Railroad* will enter Guatemala from Mexico on the western slope of the mountains; only a few miles are needed to give through connection to Mexico City and thence to the United States. A transcontinental line was opened in January, 1908, running from Puerto Barrios on the Caribbean Sea to Guatemala City, connecting there with the Central to San José on the Pacific. A line runs to the northwest from here to Champerico, also on the Pacific, and this line when extended will become a division of the Pan-American Railroad.

GUATEMALA, capital. Population, 100,000. Altitude, 4878 feet. This city is rapidly being modernized, and has trolleys, telephones, electric lights, automobiles, good hospitals, fine parks, and public buildings, including a cathedral. It is a delightful ride of about twenty-seven miles over a good road to the picturesque ruins of the ancient capital called *Antigua*, destroyed by an earthquake in 1773. Antigua still has a population of 12,000, many of whom are engaged in making carved cane heads, and dolls representing very accurately national costumes and customs. Throughout the country is celebrated, especially in the capital, annually on the last Sunday of October, the festival of *Minerva*, instituted by President *Cabrera* and his wife in 1898, as an encouragement and recognition of the value of education. He erected also the classic Arch of Minerva, and imported several prominent educators from the United States to carry on his scheme of education.

PUERTO BARRIOS. Population, 5000. 950 miles from New Orleans. This port on the Caribbean Sea is fast eclipsing the older port of Livingston. The government in 1908 contracted with the Guatemala Railroad Company for improvements in the harbor and surroundings and for a supply of pure water. Steamers lie at the dock. Direct connection here by rail to Guatemala City (192 miles).

LIVINGSTON. Population, 3800. 937 miles from New Orleans. A port a few miles northwest of Barrios. It lies at the mouth of the Dulce River leading into *Lake Izabal* on which navigation by steamers of light draught has been maintained. The center of a growing fruit industry. Through Lake Izabal formerly passed the commerce to and from the interior city of Coban.

COBAN. Population, 23,000. Altitude, 4000 feet. A prosperous, attractive, and characteristic town. West of here is the department of *Quiché*, where native Indians of that name still live.

QUIRIGUÁ. Village near a station on the *Northern Railway*, near which are the famous ruins of the ancient *Quiché* people, whose civilization rivaled that of the Aztecs.

SAN JOSÉ. Population, 1000. 2399 miles from San Francisco. The largest business on the Pacific side is done through this port. It has extensive quays and other facilities for navigation, and is the terminus of the *Guatemala Central Railroad* running to the capital, thus forming part of the transcontinental system. Connection is made here also with the other Pacific ports of the republic.

CHAMPERICO. Population, 1500. 2325 miles from San Francisco. A port on the Pacific from which a railway runs into the interior toward, but not yet completed to Quezaltenango.

QUEZALTENANGO. Population, 25,000. Altitude, 7605 feet. One of the most attractive cities and the second largest in the republic. The center of a rich and productive region. From here a line will soon be built to the capital, and it will be on the line of the *Pan-American Railroad* passing southward from Mexico.

OCOS. Population, 1000. 2310 miles from San Francisco. A port on the Pacific from which a railway runs into the interior, tending ultimately toward the Mexican frontier.

SALVADOR

Area, 7225 square miles. Somewhat smaller than Massachusetts. Population, 1,707,000; 236 to square mile. Railway mileage, 110.

Salvador is the most densely populated area of America, on which account it may be called

the Belgium of the western hemisphere. Its only coast line is on the Pacific Ocean. The interior is rugged and mountainous, the highest peak being the volcano of *Santa Ana* (altitude 7826 feet). The country is threaded with 2000 miles of good roads. The people are engaged chiefly in agriculture, the products being coffee, indigo, Peruvian balsam, and sugar. The mining operations of 1903 were valued at $3,500,000. It became an independent republic in 1839 and is divided into fourteen administrative departments. There are six cities of over 15,000 inhabitants.

SAN SALVADOR, capital. Population, 60,000. Altitude, 2102 feet. A pretty and healthful city. Street-cars, telephones, etc. Connected with the seaports by rail. It will be on the line of the *Pan-American Railroad*, through Santa Ana.

SANTA ANA. Population, 49,000. Altitude, 2122 feet. Twenty-five miles from the capital.

ACAJUTLA. Population, 1500. 2461 miles from San Francisco. Terminus of *San Salvador Railway* to capital (66 miles). A pier and warehouses are being constructed. Pacific port with direct steamer connection to San Francisco and Panama.

LA LIBERTAD. Population, 3000. 2497 miles from San Francisco. Good harbor. Railway and trolley projected toward interior towns.

LA UNION. Population, 4500. 2601 miles from San Francisco. Pacific port close to the frontier of Honduras, across the *Bay of Fonseca* from Amapala in the latter republic.

HONDURAS

Area, 46,250 square miles. Size of Mississippi. Population, 745,000; 16 to square mile. Railway mileage, 100.

This state was organized as a republic before the dissolution of the federation in 1839. It has sixteen administrative departments, a new one on the north coast, called *Atlantida*, being devoted entirely to banana growing. The capital of this district is *La Ceiba*, which has several miles of private railroad for the development of the fruit industry. The Spanish descendants of pure blood are few in number and there are over 90,000 uncivilized Indians. Education is, however, free, compulsory, and entirely secular. There is a great scarcity of labor, yet a large amount of bananas, cocoanuts, coffee, cabinet woods, and cattle are exported. The republic has great mineral resources as yet but little developed. Travel is accomplished mostly by mule or ox-cart. Honduras is primarily a mountainous country, with several large rivers emptying into the Gulf of Honduras. The *Wanks* (*Coco*) River is the longest in Central

America (350 miles); for a greater part of its length it is the international boundary between Honduras and Nicaragua. The coast line on the Caribbean side is 400 miles; that on the *Bay of Fonseca* (Pacific side) 70 miles.

The Bay Islands, five in number, lie off the north coast, having a population of about 4700. Fruit growing is the chief industry. The English language is commonly used as the islands were held under British sovereignty until within fifty years. *Roatan* is their chief port, and is said to have a delightful climate. To these islands the *Carib* Indians were deported from *St. Vincent* by the British in 1796, whence they have found their way to the mainland and established a number of settlements near *Trujillo*.

TEGUCIGALPA, capital. Population, 35,000. Altitude 3200 feet. This town has, since 1880, superseded *Comayagua* as the seat of government. It is in the center of a mining district and has a university and a cathedral. Telephones and telegraphs, but no public conveyances. There is an excellent macadamized road from here to the new port of *San Lorenzo* on the Pacific, over which electric motors are planned to run, covering the entire journey of 100 miles in a day. A railway is projected, and a concession has recently been granted to connect the capital with a port on the Gulf of Mexico.

PUERTO CORTEZ. Population, 3200. 970 miles from New Orleans. From here a railway

runs 56 miles into the interior to *Pimienta*, from which it is by mule a five days' journey across the mountains to Tegucigalpa.

LA CEIBA. Population, 3000. 890 miles from New Orleans. A center of the fruit industry, connected with New Orleans by regular steamers. Terminus of railway for banana plantations.

TRUJILLO. Population, 3000. 900 miles from New Orleans. Has a cattle trade with Havana, and exports also hides, medicinal plants, and rubber.

DANLI. Population, 9000. Altitude, 2300 feet. Situated about 150 miles southeast of the capital, on a fair road with a beautiful bridge (best in Honduras) of four arches over the Rio Grande. Seat of a recently established agricultural school (1908), in the midst of a fine agricultural and mining region.

AMAPALA. Population, 4400. 2597 miles from San Francisco. On the island of *Tigre* in the *Bay of Fonseca;* 20 to 30 miles to the branch ports on the mainland of *Aceituno*, *La Brea*, and *San Lorenzo*, this last to be connected with the capital by rail.

NICARAGUA

Area, 49,200 square miles. Size of New York State. Population, 600,000; 12 per square mile. Railway mileage, 200.

According to *Las Casas* this region was one of the best peopled of Central America at the time of the conquest, but was decimated by the cruel methods of the Spaniards. To this day the population is inadequate to the development

of the resources of the country, and there is great scarcity of labor. Indians and mixed races predominate but the number of Europeans is increasing. The republic since withdrawing from the federation in 1839 has been divided into thirteen departments, the newest one, *Zelaya*, comprising the *Mosquito Reserve* to which Great Britain by treaty in 1905 relinquished all claim. This department has about 7000 square miles of the most fertile land in Central America and 150 miles of coast line on the Caribbean Sea. The entire length of the Nicaraguan coast on this sea is 300 miles directly north and south (on the same longitudinal parallel with Detroit), while on the Pacific, including the southern shore of the *Bay of Fonseca*, it has 225 miles. Since its independence Nicaraguan history has been marked by four notable events: the British invasion of 1847, the filibustering expedition of the American *William Walker* in 1855, the arbitration of the boundary dispute with Costa Rica by President *Cleveland* in 1888, and the beginning of the *Interoceanic* (*Nicaragua*) *Canal* in 1889.

Humboldt called this country the land of lakes, and this natural feature seemed at first to assure the canal project by this route. *Lake Nicaragua* is 92 miles long, the largest lake in

Latin America, *Lake Managua* is 32 miles long. Coffee, bananas, gold, mahogany, rubber, and cattle are the chief exports.

MANAGUA, capital. Population, 35,000. Altitude, 143 feet. On the southern shore of Lake Managua. Managua is connected by a railway of 90 miles with Corinto on the Pacific, and by a line of 32 miles with Granada on Lake Nicaragua. It has an Industrial, Commercial, and Scientific Museum, and a Bureau of Chemical Analysis for Foods and Drugs, established in 1908.

LEON. Population, 60,000. Altitude, 345 feet. The cathedral city and at one time the capital. On the railway, 20 miles from Managua.

GRANADA. Population, 12,000. Altitude, 173 feet. Anciently disputed the seat of government with Leon. Has a mule tramway.

CORINTO. Population, 2000. 2671 miles from San Francisco. Has a well protected harbor on the Pacific, and a steam tramway.

CAPE GRACIAS. Population, 1000. 950 miles from New Orleans. A banana port with regular steamer connection to New Orleans.

SAN JUAN DEL SUR. Population, 1000. 2779 miles from San Francisco. A small but deep harbor.

BLUEFIELDS. Population, 5000. 1992 miles from New York. 1186 miles from New Orleans. On a lagoon, 100 square miles of water. Jetty and custom house. Steamer connection with New York and New Orleans. The

port of entrance for the *Mosquito* (Carib) *Reserve*. Sixty-five miles north of Greytown.

SAN JUAN DEL NORTE (*Greytown*). Population, 2000. 2069 miles from New York. 1257 miles from New Orleans. The harbor has been dredged and a breakwater built so that ocean vessels can be received. There are horse cars in the town. This is the eastern terminus of the *Nicaragua Canal*. Steamers run from here up the San Juan River into *Lake Nicaragua*. The western terminus of the canal, when finished, is to be located at *Brito* on the Pacific, 140 miles from San Juan del Norte.

COSTA RICA

Area, 23,000 square miles. Not quite as large as West Virginia. Population, 360,000; 15 per square mile. Railway mileage, 225.

Columbus, on being presented with some bits of gold on this coast, gave it the name of Costa Rica. There are at present some gold mines worked by American capital, but the riches of the country are derived from coffee and bananas. Almost anything, however, can be grown in Costa Rica, owing to the graduation of climatic conditions from the coasts to the mountain summits, the highest of which is the extinct volcano of *Irazu* (11,000 feet). This is the only spot in the western hemisphere from which both oceans can be seen at once. The exports of the country exceed its imports in value since 1894,

and its coffee plantations are models of excellence, all of which speaks well for the industry, peaceableness, and good sense of its people. It has been an independent republic since 1839, and is now divided into five provinces and two coast districts. Among the inhabitants are about 3500 aborigines and 6300 foreigners. Immigration is encouraged by the sale of lands on easy terms. It has extensive steamship connections with the United States and Europe, and an interoceanic railroad (almost completed) which, however, is not intended to compete with those at *Panama* and *Tehuantepec*, owing to heavy grades and narrow gauge, but it is built over a beautiful country whose healthy and invigorating climate is now attracting many visitors from the *Panama Canal Zone* for recuperation from the tropic heat of that section.

SAN JOSÉ, capital. Population, 40,000. Altitude, 3816 feet. A beautiful, clean, modernized city, with fine climate, attractive public buildings, including an opera house, one of the finest in the western hemisphere, a cathedral, and many handsome private residences. There are several squares, in one of which is a monument commemorating the deliverance of Central America from the raids of *William Walker*, the filibuster, in 1857. Electric trams, lights, and telephones. The city is on the line of the interoceanic railroad, 103 miles from Limon on the Caribbean Sea and 67 miles from Puntarenas on the Pacific Ocean. The summit of the railroad is at an altitude of 5040 feet, two miles west of Cartago.

CARTAGO. Population, 7000. Altitude, 5000 feet. On the slope of *Mount Irazu*, a favorite resort for people of the capital. It has electric lights, telephones, etc., and will soon have trolley connection with San José. Here the foundations have been laid for the palace of the *Central American Court of Justice*, presented by *Andrew Carnegie*. There are mineral springs and a sanitarium in the neighborhood.

LIMON. Population, 5000. 1287 miles from New Orleans. 2017 miles from New York. A thriving port on the Caribbean Sea, with seven steamship companies, two large wharves, terminus of the *Costa Rica Railway* and branches, wireless telegraph, trolleys, and other electrical improvements.

PUNTARENAS. Population, 5000. 2916 miles from San Francisco (spelled as one word to distinguish it from the Chilean Punta Arenas on the Straits of Magellan). Pacific terminus of the almost completed railway west from San José. Better natural harbor than Limon but fewer facilities. Passengers landed in lighters.

PANAMA

Area, 33,800 square miles. Size of State of Maine. Population, 360,000; 11 per square mile. Railway mileage, 50.

The northern coast of this country was viewed in its whole length by *Columbus* in 1502, while seeking in vain for the strait which he conjectured should somewhere connect the northern and southern or eastern and western oceans. At that point on the coast where the little river Belen enters into the sea, the natives gave him some bits of gold secured from the

mountains which they called *Veraguas*. This name was embodied in the title given to his grandson by the Spanish crown. At the mouth of the River Atrato, now in Colombia, *Balboa*, after establishing the town of *Santa Maria de la Antigua* (named for a much venerated image in Seville), set out on the first of September, 1513, to cross the mountains, assured by the Indians that the sea was on the other side. He reached the summit of *Pirré*, after many hardships, on the 26th of September, 1513, and, at about ten in the morning, standing " silent upon a peak in *Darien*," beheld the waters of the Pacific. There he raised a cross made of the trunks of trees surrounded with stones, and carved the names of his sovereigns upon the trees about it. *May the Republic some day commemorate the spot by a suitable monument.* The waters were really the Gulf of San Miguel, sometimes called *Darien* of the South, to distinguish it from the *Gulf of Darien* on the Atlantic side, which indents also the coast of Colombia.

The mountains of the Isthmus are a part of the vertebral range connecting the Andes with the mountains of Costa Rica. The highest is *Picacho*, 7054 feet, in the district of *Chiriqui*. The isthmus is about 480 miles long from east

to west, and between 37 and 110 miles wide from north to south. It formed part of the federation of Colombia at the time of the revolt against Spain in 1821, and finally asserted the independence of the state in 1903, when it ceded to the United States the facilities for the construction and maintenance of the *Panama Canal.* There are only two seasons, the rainy and dry. On the Pacific side the dry months are January, February, and March. On the Atlantic side the so-called dry months are February, March, and April; the hottest months are August, September, October. The Republic of Panama is divided into seven provinces: *Bocas del Toro, Chiriqui, Veraguas, Santos, Cocle, Colon,* and *Panama.* The *Canal* traverses the last two. In the eastern part of Panama, formerly called *Darien,* amid the mountains of *Pirré,* are the ancient gold mines of *Cana.* The only railroad on the Isthmus is the Panama, 47 miles from coast to coast, completed in 1855. The soil is of great fertility. Bananas are the most important crop, coffee next, and there is a good trade in hides.

It is interesting to note that the first Pan-American Congress was called to meet at Panama in 1823 by General Simon Bolivar.

PANAMA, capital. Population, 36,000. 3277 miles from San Francisco; 47 miles from Colon. The seat of government for the Isthmus was removed from *Santa Maria de la Antigua* in 1521, but nothing marks the site of its first location on the Pacific except an old tower, the ruins of the original town being covered by tropic vegetation. (Can be reached by boat along the shore or on horseback, five miles.) The present city was founded and fortified in 1674. Its most noteworthy sights are the cathedral, the bishop's palace, and a few famous ruins. It has hospitals, schools, banks, and hotels of modern type. Trolley, electric lights, good water, etc. Besides some local industries, a central school for the manufacture of *panama hats* has been established in the vicinity. (Panama hats are chiefly made in Ecuador.) It is the Pacific terminus of the *Panama Railroad*, and has cable communication with the west coast of both North and South America. A new harbor is being built, called *Puerto Ancon*, within which is *La Boca* (The Mouth), the Pacific terminus of the Canal. Steamers from here direct to San Francisco, stopping at intermediate ports in Central America and Mexico. Steamers also to all Pacific ports of South America. An excursion may be made to the island of *Taboga*, 12½ miles south, on which *Pizarro* organized his famous expedition to Peru. The island is rocky but has fertile spots which produce pineapples, said to be the best in the world. It has a delightful climate and good water and is a resort for the people of Panama. It is the birthplace of the *Rose of Lima*, the only American saint in the Roman calendar.

DAVID. Population, 12,000. Altitude, 100 feet. An attractive town, on the Pacific side, port, *Pedregal*. 320 miles by sea from the capital, celebrated for its healthy climate. A proposed railway will connect it with Panama. Highway to *Bocas del Toro*, Atlantic port.

EL REAL DE SANTA MARIA. Population, 1500. 100 miles east of Panama on the Pacific side. Port on the Gulf of San Miguel for the gold mines of *Cana*, now worked by French and English capital.

COLON. Population, 15,000. 1981 miles from New York; 1380 miles from New Orleans. Atlantic port once called *Aspinwall* in honor of one of the founders of the *Panama Railroad* which has here its northern terminus. The name of Aspinwall was officially discarded, however, in 1890, in favor of Colon. There is a statue of *Aspinwall* and a Protestant church, the finest edifice in the town. On a point of land made by the French is *Cristobal* (population, 4500), marking the entrance to the Panama Canal and the residence of the employees. Here are also the *de Lesseps* houses and the statue of Columbus presented by the *Empress Eugenie* in 1866. Steamers to the principal ports, direct, of the United States and Europe. Cable, telegraph, wireless, etc.

Climate hot and humid with much greater rainfall in the first quarter of the year than at Panama, although a steady breeze from the Caribbean makes life tolerable. Excursions may be made to:

(1) *Monkey Hill* (Mt. Hope), the old foreign burying ground. (Carriages.)

(2) *San Lorenzo*, fort at the mouth of the *Chagres River* (reached also by boat from *Gatun*).

(3) *Portobelo*, 25 miles east of Colon, with good, natural harbor, guarded by two castles at the mouth and two more at the back, built in the time of Philip II. The government has made provision for the preservation of these historic ruins and that at *Chagres* as well.

BOCAS DEL TORO. Population, 10,000. 1450 miles from New Orleans. A modern town, center of an enormous banana industry, 200 miles west of Colon.

PANAMA CANAL ZONE

Population, 50,000. A strip of territory 10 miles wide, extending 5 miles on each side of the

center line of the Canal, and about 45 miles long, ceded to the United States in 1903 by the Republic of Panama, and governed by the President of the United States, directly or through persons appointed by him. The *Isthmian Canal Commission* consists of seven members with headquarters on the Isthmus and an office in Washington. (The Panama Railroad Company is not a part of the organization of the Isthmian Canal Commission.) There is a civil government with courts, police, and schools, and there are hotels, clubs for men and women, churches, recreation halls, etc. The cities of Colon and Panama belong to the republic, but in matters of sanitation are subject to the jurisdiction of the United States. The health conditions of the Zone are excellent; there has been no case of yellow fever or plague since 1906.

The Atlantic side of the Isthmus is low; the interior presents great irregularity, narrow valleys, and steep hills, one near *Culebra* having a height of 660 feet, and all covered with tropical jungle; the Pacific side is more broken along the shore. Five miles from Colon is *Gatun*, site of the famous dam. Ten miles from Panama is *Culebra*, where the great cut through the hill is made, and the seat of the Department

of Construction and Engineering. Other towns are *Empire* and *Gorgona.* The Canal is to be about 50 miles in length, with a summit elevation of 85 feet, 5 locks, and a minimum depth of 41 feet.

SOUTH AMERICA

ARGENTINA

Area, 1,135,840 square miles, one-third the size of the United States proper. Population, 6,500,000; 5½ per square mile. Railway mileage, 15,500.

The first knowledge of this portion of the South American continent came through the explorations of *Solis* in 1515 and *Magellan* in 1520 in the Rio de la Plata, or River Plate as it is anglicized. Charles V sent out an official expedition in which were many of his German subjects, who landed and took possession in his name of the spot whereon now stands the capital of the republic. But the wretched government dictated from Madrid, the conquest of Spain by Napoleon, and the successful revolution of the United States influenced the people of the River Plate to believe that they could conduct their own affairs, and resulted in their declaration of independence of Spain May 25, 1810. Dissensions ensued, however, to the extent that in one year (1820) there were twelve changes of government, and subsequent wars with Brazil and Paraguay disrupted the country. The present constitution was adopted in 1862, since when insurrection has been less and less frequent, so that now all fear of serious revolution may be dismissed.

The Argentine Republic is divided into 14 provinces and 10 territories, among which are included what was once known as *Patagonia* and part of *Tierra del Fuego*. The Atlantic coast line is 1,600 miles long. Situated almost entirely in the temperate zone, the climate varies from very warm in the north to quite cold in the south, and it is asserted that Europeans of all localities can here pursue the life they are accustomed to without risk to health. On its Andean boundary the country is mountainous, thence sloping gradually to the southeast, intersected by rivers emptying into the Atlantic. There are forests of valuable woods in the northern parts, and vast treeless plains (pampas) in the central and southern parts covered with rich grasses which have been the basis for the development of the pastoral industry that gives Argentina a leading place among the nations of the world. The vegetation includes sugar-cane, cotton, and the vine; wheat, corn, linseed, etc. Argentina is already one of the world's granaries, although only one-tenth of the arable land is under cultivation. Manufactures for home consumption are increasing: meat packing, breweries, sugar refineries, flour mills, dairy products, furniture, clothing, etc.

The country is thinly populated. Immigra-

tion is encouraged by offers of land with ocean passage paid, maintenance for a year (with implements, animals, seeds, etc.), to be refunded to the state on easy terms. Although the individual immigrant is welcomed, the principal means adopted to people the soil is by the establishment of colonies, hundreds of which can be found throughout the republic in prosperous condition. The immigrants come from all parts of Europe, the largest number being from Italy, so that Italian is heard almost as commonly as Spanish.

Commercial and financial affairs are noticeably in the hands of the English, who thereby have a remarkable influence on the national life. Railroads were first introduced in 1853, and at the present time Argentina has the largest mileage of any country in America south of the Rio Grande. The *Transandine Railway*, the first interoceanic road in South America, was begun in 1873 and is to be completed in 1911, *i. e.*, united at the summit of the Andes by a tunnel now being bored at a height of 10,460 feet. The length of this railroad from coast to coast (Buenos Aires to Valparaiso) is 888 miles, with the longest "straight" in the world, the rails running 175 miles in a direct line, or with one curve 206 miles, through Argentine country. The

Andean scenery is unsurpassed in grandeur, a view being had near the summit of *Mt. Aconcagua* (23,392 feet), the highest peak in America and one of the highest on the globe. At the altitude of 12,796 feet on the boundary between Argentina and Chile these republics unveiled, March 13, 1904, the statue of "Christ of the Andes," thus happily terminating three quarters of a century of boundary disputes. The journey will be accomplished in thirty-eight hours; at present there is an interval of four hours by coach or mule, which makes it practically one of forty-eight hours. Until the tunnel is completed this trip can be made only during their summer, — October to May, — otherwise the traveller who must go to the west coast from Buenos Aires will have to go through the Straits of Magellan, a journey averaging ten days. All telegraph lines are controlled and some operated by the government; cables are in the hands of private companies.

The educational system, modelled on that of the United States, is compulsory and free as far as the universities, three in number. The people are great travellers, cosmopolitan, industrious, and ambitious, and, as a whole, have preserved the characteristics of modern Europe.

BUENOS AIRES, capital. Population, 1,200,000. 5868 miles from New York. In a federal area about the size of the District of Columbia, U. S. The growth of this city surpasses the cities of Europe and every city of the United States except Chicago, to which it may be compared in many ways. One of the cleanest and healthiest cities in the world. Has an extensive park system, beautiful avenues and public buildings, docks and harbors under national control, continually enlarged and improved to meet growing needs. On the Plaza de Mayo face the government buildings, the government palace, House of Congress, the Bourse, cathedral, and municipal buildings. The Avenida de Mayo is the main artery of the city, radiating from which are the business and shopping streets. The residence district is toward the extensive Palermo Park. The out-of-door life is much like that of Paris. Electric lights, trolleys, motor cabs, etc. Buenos Aires is the great railroad center and the largest port of the republic. Daily steamers to Montevideo across the river (10 hours). Fashionable seaside resort is *Mar del Plata* (population, 10,000), 250 miles from the capital, with all modern attractions.

LA PLATA. Population, 70,000. 40 miles by rail from Buenos Aires. Handsome modern city with all improvements, university, and museum of antediluvian species. Fine docks, built to supplement those of Buenos Aires.

BAHIA BLANCA. Population, 25,000. 450 miles by rail from Buenos Aires. At the head of the bay of the same name, and near to *Puerto Belgrano*, the national military port. The great shipping center for the southern part of the Province of Buenos Aires and contiguous provinces. Has a great commercial future. Modern city with all improvements.

ROSARIO. Population, 120,000. 200 miles by rail from Buenos Aires. Second port in the republic, well built and modern, active commercial spirit, railroad center for

the West and North. Fine modern docks for the increasing grain and cattle shipments. Regular steamer connection with Buenos Aires, 223 miles.

SANTA FE. Population, 30,000. 305 miles from Buenos Aires. An old city becoming modernized. Connected by train ferry, first in South America, 37 miles across the river, with Paraná.

PARANÁ. Population, 30,000. Capital of the Province of Entre Rios, said to be the garden of the republic. Contains some of the colonies founded by *Baron Hirsch*. Railroad across the province to the town of Concepción.

CONCEPCIÓN. Population, 10,000. 150 miles from Buenos Aires (by boat). Contains a national college much favored by famous Argentines.

CORRIENTES. Population, 20,000. 850 miles by river, from Buenos Aires. On the River Paraná, 40 miles below the junction with the Paraguay. A growing commercial city. Steamers from here up the Paraná to the River Iguazú upon which are the famous *Falls of the Iguazú*, rivalling Niagara. The River Iguazú forms part of the boundary between Argentina and Brazil. Throughout this region the *Yerba Maté* (*Paraguay tea*) is gathered wild in the woods.

POSADAS. On the Paraná, opposite the Paraguayan city of Encarnación. Is terminus of projected railroad southward to Buenos Aires.

SAN LUIS. Population, 12,000. Altitude, 2500 feet. On the line to Chile, 500 miles from Buenos Aires. Location of *Carnegie Observatory*.

MENDOZA. Population, 30,000. Altitude, 2376 feet. Founded, 1561; destroyed by earthquake, 1861.

Modern in appearance, with good public buildings and a tramway. It is a station of the *Argentine Great Western Railway*, 635 miles from Buenos Aires, and the starting point of the Transandine Railway. Vineyards abound in the neighborhood. Wine on a large scale is manufactured. Railway connection from here northward to San Juan.

SAN JUAN. Population, 12,000. Altitude, 2093 feet. On the slopes of the Andes, 90 miles north of Mendoza. Hot, dry climate. The city lies in an irrigated oasis covered with vineyards and orchards. It owes its fame to having been the birthplace of President *Sarmiento*, sometimes called the "Lincoln of South America." Contains an elegant school building named for him. (*See* Bibliography.)

CÓRDOVA (Capital of the Province of Córdova, called "Argentine Switzerland"). Population, 60,000. Altitude, 1401 feet. Contains the oldest university in the republic; has an astronomical observatory and a cathedral. Four miles above the city is the *San Roque Dam*, the largest work of the kind in South America, supplies power for several industries, irrigation, and power and water for the city. Modern improvements. 415 miles from Buenos Aires, on the way to Tucumán and the Bolivian frontier.

TUCUMÁN. Population, 45,000. Altitude, 1400 feet. Reached by two routes from Buenos Aires (about 775 miles), one *via Córdova* (change), the other direct *via Santiago*, near which is *Moisesville*, a flourishing *Baron Hirsch colony*. One of the most picturesque points in the republic, and the cradle of Argentine liberty, as the declaration of independence was signed here July 9, 1816. It has broad paved streets, a cathedral, and handsome modern public buildings. Abundance of water and foliage. Is surrounded by groves of orange and lemon, and is the center of sugar plantations. Rainy season from December to March. Promises to become a great city on the route to Bolivia *via* Jujuy.

JUJUY. Population, 10,000. Altitude, 4010 feet. A flourishing town in colonial times but now dormant, although mines of iron, coal, salt, and petroleum are being opened. Situated on the *Rio Grande*, across which is one of the finest bridges in the country. Mineral waters abound. The railway extends beyond here well into Bolivian territory, and within a short time the line will be completed in this direction into La Paz.

PUERTO MADRYN, SANTA CRUZ. Two seaports, the former 250 miles, the latter 500 miles, south of *Bahia Blanca*. Though but small settlements at present, they have a commercial future, when the vast southern territories of *Chubut* and *Santa Cruz* are opened. The governor has arranged with a German syndicate to colonize five pastoral tracts in the neighborhood during the next five years. There is a railway from *Puerto Madryn* to *Rawson* (south). This will ultimately be extended north and south to connect with main trunk lines.

A port of call for steamers passing through the Straits of Magellan is located on the Argentine portion of *Tierra del Fuego*.

BOLIVIA

Area, 729,000 square miles. Equal to all States east of Mississippi, exclusive of New England. Population, 2,268,000; 3 per square mile. Railway mileage, 500.

This republic occupies the heart of South America, and contains within its vast area a tract of the highest inhabited land on the globe except *Thibet*. This extraordinary table-land is an upheaved parallelogram of about 6500 square miles (nearly as large as Massachusetts) and an average elevation of 14,000 feet. Its surface is largely covered with layers and deposits of salt, as though once the floor of an inland sea, yet it bears upon it the most elevated body of soft water in the world, *Lake Titicaca*, fed by Andean snows. The heat is excessive during the summer (our winter) and much snow falls at the opposite season. Electric phenomena are frequent, with hurricanes, detonations and cracklings in the air, strange colored atmospheres and mirage. The aboriginal inhabitants (progenitors of the *Incas*) adjusted themselves to these unusual conditions by hard struggles which developed all their capacities, and they left notable monuments and hieroglyphs around and upon the islands of Lake Titicaca. This region was known to the dis-

coverers as *Alto Peru*, but, as a Spanish colony, comprised also the rich and fertile slopes that follow the great rivers to the Amazon and the Plate. It was annexed to the viceroy of Buenos Aires for one hundred years before the revolt of 1810, from which time it was in a state of insurrection until 1825, when independence was finally declared. It was named in honor of *General Simon Bolivar*, the "Washington of South America."

Bolivia is completely hemmed in by Brazil, Paraguay, Argentina, Chile, and Peru, and has no seaport, but, by treaties with the last two republics (confirmed 1908), free transit of goods, whether of export or import, is granted through the Pacific ports of (1) *Mollendo* (Peru), rail to *Puno* on Lake Titicaca, 330 miles, then fifteen hours by steamer to *Huaqui*, thence 60 miles by rail to *La Paz;* (2) *Arica* (Chile), at present by rail 40 miles to *Tacna*, and by mule the remainder of the distance, 225 miles to *La Paz;* (3) *Antofagasta* (Chile), by rail *via Oruro*, 730 miles, three days to *La Paz*. (An effort is to be made to shorten this trip by running faster and continuous trains.) Besides these routes Bolivia may be entered (4) *via* the Amazon and the Madeira rivers — over the railway now under construction — to the

junction of the Madeira and Beni rivers at *Villa Bella*, the Bolivian custom house; from here to *La Paz* is about 1000 miles of rough frontier travel, part way by water. A railway is projected, its construction is begun and about 308 miles are surveyed: (5) *via* the rivers Plate, Paraná, and Paraguay, through *Corrientes*, *Asunción* (in Paraguay) to Corumbá (1850 miles north of Buenos Aires), in Brazil, thence by a small river (81 miles) to *Puerto Suarez*, the Bolivian custom house; thence by mules or oxen to *Santa Cruz* (population, 20,000), 800 miles. A railway is surveyed between Puerto Suarez and Santa Cruz and will soon be under construction. From Santa Cruz to La Paz, a very difficult and irregularly travelled road (300 miles) goes to *Cochabamba* (population, 22,000, altitude, 7750 feet, has a university, cold climate); from here it is 110 miles by stage to Oruro, but a railway already begun will cover the distance in 130 miles to Oruro; here connection is made with the railway in operation to La Paz, 160 miles; (6) from Buenos Aires through *Rosario*, *Tucumán*, *Jujuy* (*Central Northern Railway*), to *Quiaca* on the Bolivian frontier (1200 miles); from here the railway is building through *Tupiza* to *Uyuni* (177 miles) on the line of the road already in operation to Antofagasta and

La Paz. In spite of the apparent vagueness of this description, these routes are travelled by the commerce of Bolivia every day, and it is difficult to keep pace with the railroad construction as it is actually completed.

Mining is the only industry which has become national in its proportions, and the mineral wealth of Bolivia challenges any other in the world. Of *tin* alone Bolivia produces more than Cornwall and Australia combined. The amount of cattle, hides, rubber, Peruvian bark, and cocaine is growing noticeably. The fauna and flora of this country are of unusual variety and character, including the vicuña and llama (species of camel), the alpaca and the chinchilla, the condor, ostrich, flamingo, and parrot, the alligator, boa, cochineal, and silkworm, and many highly medicinal as well as alimentary plants. Bolivia is the most thinly populated of all the American States. The government offers great inducements and liberal legislation to immigrants, and has made some attempts to found industrial *colonies*. The republic is divided into nine departments and one territory. Since the Constitution of 1880 was adopted, there has been but one revolution (1892); the policy since then, favored by foreign interests, has been progressive and liberal.

This is one of the few governments in the world without a foreign debt.

LA PAZ, capital. Population, 63,000. Altitude, 12,307 feet. Highest capital in the world; the actual seat of government, although Sucre is officially the capital. The upper class is very cosmopolitan, but there are 40,000 *Aimará* Indians who will not speak Spanish. Worth seeing are cathedral, residence of the President, House of Congress, and headquarters of army. Center of mining, particularly tin district. Terminus of railroads, completed or projected.

SUCRE. Population, 21,000. Altitude, 9625 feet. Founded 1538, as La Plata or Charcas, but renamed in 1839 after a general famous in the wars of liberty. Agreeable and healthy climate; has a university, cathedral, theaters, government building, and beautiful suburbs. No railroad connection as yet, but reached by stage (200 miles from either Oruro or Uyuni).

POTOSÍ. Population, 27,000. Altitude, 15,380. During colonial period boasted 160,000 inhabitants, and was the greatest mining center of the world. Its best buildings are now in ruins, though it has a handsome mint, and a costly church called *La Matriz*. There is a metallurgical museum, but the majority of its mines are abandoned, except those of *tin* which are being worked abundantly. No railroad; 125 miles from Uyuni by stage, on the line of the projected railroad to Sucre. Another railroad is surveyed direct to Oruro, 200 miles.

UYUNI. Population, 5000. Altitude, 12,007 feet. Founded, 1889; an outfitting and shipping center on the line of railway to Antofagasta. Lying on the edge of one of the most productive and varied mineral districts in Bolivia. A waterless oasis on a salt pampa.

ORURO. Population, 16,000. Altitude, 12,117 feet. A decadent town, once with 70,000 inhabitants, now reawakening to modern life. Another mining center. On the rail route from La Paz to Antofagasta.

TUPIZA. Population, 5000. Altitude, 9843 feet. Situated 52 miles north of *Quiaca* (the frontier custom house between Bolivia and Argentina). Most important place in southern Bolivia. Beautiful surrounding country with great agricultural possibilities. Within sight of *Guadalupe*, the Pike's Peak of Bolivia, 18,870 feet.

TARIJA. Population, 9000. Altitude, 6500 feet. Situated 85 miles directly east of Tupiza, or 85 miles northeast of Quiaca. Beautifully located, and promises to become a great center for the future agricultural settlements of Bolivia.

BRAZIL

Area, 3,218,130 square miles. Equal to Continental United States and two-thirds of Texas besides. Population, 20,000,000; 6 per square mile. Railway mileage, 13,000.

This vast country, lying almost wholly within the tropics, with a coast line more than 4000 miles long, was discovered by *Pinzon*, one of the companions of *Columbus*, and afterwards by *Americus Vespucius*. It occupies practically one-half of South America and touches every country in it except Chile. It may, for purposes of analysis, be divided into (1) tropical Brazil: embracing the São Francisco and Amazon river-basin, characterized by hot lowlands, monsoon winds, great rainfall, unexplored forests, sparse population, and undeveloped territory, yet even now yielding enormous wealth in rubber, cacao, nuts, tobacco, and sugar; (2) central Brazil: comprising all the coast between the ports of Bahia and Santos, and the high plateaus running back as far as the Paraná River and its tributaries, within which the climate is more temperate, the population more numerous, centering in the capital, the industries more varied and important; it is the great coffee-producing region, not only of Brazil but of the world, and the diamond fields are very profitable; (3) southern Brazil:

including the territory south of the Tropic of Capricorn, a plateau sloping southward, producing *yerba maté* (*Paraguay tea*) and cattle, and is the seat of German immigration.

In the population of Brazil, the Portuguese and mixed race predominate, but there are now millions of Italians and Germans to offset the two million negroes and a few hundred thousand Indians at the lower end of the scale. With increased immigration of skilled Europeans the manufactures, which were earlier limited to those making use of the abundant raw material (as sugar refineries, smelting, leather goods, cigars, etc.), now include glass, paper, wine and beer, matches, cotton goods, and ship-building. The rapid increase in the coal, iron, and steel imports is a measure of the industrial activity. Development along other lines is even more astonishing, as when one considers the traffic and commerce of the Amazon upon which a half-dozen steamship lines from Europe and America now penetrate 1000 miles to *Manaos* and 1300 more to *Iquitos* (in Peru). Railroads now penetrate from the coast towns to the interior, cities are being modernized, harbors improved, and the riches of soil, forest, and mines systematically exploited as never before.

The republic was proclaimed in 1889, after

1888

sixty-seven years of imperial government following severance from Portugal, which, in the era of discovery, claimed the territory under the papal bull of 1493, dividing the new world between the Spanish and Portuguese. The republic now comprises twenty states, a federal district, and the *Acre* territory recently purchased from Bolivia. The exercise of "states' rights" is greater than among us, and the states are more loosely federated, but, although there have been dissensions, the union seems to work in admirable harmony. Slavery was abolished in 1888 without violence or opposition.

The first railroad in Brazil was opened for traffic in 1856, and was named in honor of its promoter, *Viscount Mauá*. This was a private enterprise, but very few of the railroads of the country have been constructed without government aid. Three states of Brazil have no railroads at all. Rio de Janeiro is the center of the most extensive system (4500 miles), and is connected with that in the State of São Paulo (3000 miles). From São Paulo to *Corumbá* on the Bolivian boundary a concession has been granted for a line that will connect with the *Pan-American* route. From São Paulo, also, rapid construction is now in progress southward to connect with the Uruguayan system on the bor-

der of the state of Rio Grande do Sul. The interior railroad, now under construction around the rapids of the Madeira River, is an extension of the fluvial route to the Andes (see Bolivia). Most of the railroads, however, are parallel lines built from seaports to the interior, and these have been joined only between the ports of Natal, through Recife and Maceio.

The best months to visit Brazil, especially the more populated and industrial areas contiguous to Rio de Janeiro and São Paulo, are those of our northern summer (their winter), that is, during the dry season, from April to October.

RIO DE JANEIRO, capital. Population, 900,000. 4778 miles from New York. In 1555 French refugees settled upon one of the islands of the bay, but were dislodged by the Portuguese in 1567. It was the seat of the Portuguese government, but did not become the capital of the country until the establishment of the empire in 1808. Its growth was slow until tramways, introduced in 1868, opened up suburban districts, and the city now covers an enormous area running up the valleys, along the shores, and on to the hills. The city is in a federal district covering 538 square miles, nearly eight times larger than the District of Columbia. The old town of narrow and ill-paved streets has been remodelled with broad avenues and all modern improvements, and is to have one of the finest systems of docks in South America (now under construction) on the most spectacular bay in the world.

Visit Avenida Central, Rua Ouvidor (as unique as Piccadilly or the Rialto) Jardin Botanico, Canal Mangue, National Museum, Portuguese Library, National Library (Camoens), the

Telegraph Office (formerly Imperial Palace), Misericordia Hospital, Church of Candelaria, and many others among the beautiful sights of Rio. Many of the older buildings are worthy of the traveller's study, but the institutions occupying them are to be transferred to modern buildings on the Avenida Central, along with the National Opera House, *Monroe Palace*, etc. The handsomest residence quarters are the Cattete, Larangeiras, Botafogo. The American visitor is especially recommended to call at the *Y. M. C. A.*, where the hospitality and ready service offered will contribute much to his enjoyment of the city (Rua Quitanda 39). Rio has a very complete trolley system, and electricity in all ways is liberally used. From the capital well equipped express trains run twice a day, with sleeping-cars at night, 310 miles to São Paulo (which see, page 82). The chief excursion is to—

PETROPOLIS. Population, 20,000. Altitude, 2750 feet. Take steamers (first class in every particular) at foot of Avenida Central, one hour, and railway up the mountain. Fine views. Popular watering-place and residence of diplomatic body.

The Federal Government proposes at some future day to remove the national capital inland to the center of the republic on a splendid site in the State of *Goyaz*, but even when this is done, Rio de Janeiro will always remain the principal port and the center of industrial and social life of Brazil.

MANAOS. Population, 50,000. 1000 miles from Pará. On Rio Negro a few miles above its junction with the Amazon. Fifty years ago a mud village, now a great port with modern docking facilities and storage houses for the immense trade of the region, rubber. Cathedral, magnificent theater, tramways, electric lights, and all modern improvements.

PARÁ (*Belem* is the real and local name). Population, 200,000. 3000 miles from New York. Atlantic port of Amazon region which was opened to commerce by Dom Pedro in 1866. Streets straight and clean, fine squares, and a

park of virgin Amazon woods called "El Bosque." Cathedral, Goeldi Museum, and Zoo. Sawmills and shipyards. Great commercial and industrial activity. Splendid new docks in process of construction. Climate rainy. Railroad from here eastward to *Braganza*. Another railroad projected toward the south and the west to reach finally into the State of *Goyaz*.

MARANÃO (*San Luis*, or the English *Maranham*). Population, 40,000. 3272 miles from New York. On an island first settled by the Dutch. Named St. Louis by the French in 1610. Sometimes called the Brazilian Athens. Bad port.

PARNAHYBA. Population, 10,000. 3422 miles from New York. Small sheltered anchorage in the *Bay of Tutoya*. Custom house and port department. River navigation 100 miles to the capital of the State of Piauhy, *Therezina* (founded 1852), population, 25,000.

CEARÁ (*Fortaleza*). Population, 50,000. 3646 miles from New York. Vessels of small draft lie alongside wharf. A very pretty city, barren country. Is the seat of a naval apprentice school, a gymnasium, fine market building, gas, telephone, and horse cars. Is the terminus of a small network of railways.

NATÁL. Population, 16,000. 3846 miles from New York. Near *Cape San Roque*, the easternmost point of South America. Poor harbor, but defended by the enormous Santos Reys fortress on the natural reef. Railway connection from here overland to Pernambuco and Maceio.

PARAHYBA (*Cabadello*). Population, 10,000. 3640 miles from New York. A small second-class city, the capital of the state of the same name, a sugar port. Once called Frederikstad, when governed by the Dutch. Terminus of railway system running into interior.

PERNAMBUCO (*Recife*). Population, 125,000. 3696 miles from New York. Though settled by the Portuguese in 1536 it bears the impress of the Dutch occupation having been governed for twenty-seven years by the Dutch West India Company under *Prince Maurice of Nassau*. The proper name of the city is *Recife* (the reef), being separated from the outer ocean by a natural wall of rock. At present steamers of large draught anchor outside, but $8,000,000 have been devoted for harbor improvement works. There are several interior canals giving to the city the name of the Brazilian *Venice*. Very interesting is the street-car ride to the inner town where there are fine churches and public buildings. Another pleasant ride is along the shore to *Olinda*. Center of railroad system into tributary country, extending northward as far as *Natál* (trains only twice a week) and southward as far as *Maceio* (trains twice a week); these lines may be used by the business man, but as a rule it is pleasanter for the traveller to make the journey along the coast by local steamers. Details can be found only by personal inquiry on the spot.

MACEIO. Population, 37,000. 3800 miles from New York. Lighthouse in the middle of the town. No docks. Tramways, electric lights. Two short railroads into interior. Navigation on the lake which adjoins the town. Cotton and sugar mills.

BAHIA (*São Salvador*). Population, 250,000. 4096 miles from New York. Third town of importance in the republic. On the sheltered Bay of All Saints. Landing safe and agreeable. Harbor improvements to cost $8,000,000 to be completed in 1912. There is an upper and a lower town, connected by cable cars and elevators. The lower town is the shipping quarter, deserted at night, but the upper town is lively and interesting. Beautiful rides along the shore by trolley. Center of tobacco industry. The dye-wood called *Brazil* and the navel orange are both natives of this part of the country. Extensive railroad system radiates into the interior, connection on one being made with the São Francisco River and the adjoining territory.

VICTORIA. Population, 20,000. 4518 miles from New York. Bay permits the entrance of transatlantic steamers, and fine harbor improvements are under way. A picturesque city, rapidly growing modern. Above the town on a hill 400 feet high is an interesting old convent founded in 1558. The town is on an island, opposite to which on the mainland is a quaint city by itself. Two railroads start inland from here; one will connect with the *Leopoldina Railway* and thence to Rio de Janeiro, the other due west to *Diamantina* in the State of Minas Geraes, center of the diamond district of Brazil.

SANTOS. Population, 41,000. 5005 miles from New York. 227 miles south of Rio. One of the best ports on the Atlantic; vessels go alongside the quays, complete docking facilities. Greatest coffee shipping port in the world, season between August and January. Beautiful seaside resort of *Guaruja*, reached by tram. The climate is hot and moist, but with modern hygienic improvements the one-time prevalent yellow fever is entirely wiped out. The traveller need not stay in Santos overnight, but may use the railroad up the mountain 35 miles, a beautiful scenic ride, with numerous trains a day, to São Paulo.

SÃO PAULO. Population, 300,000. Altitude, 2500 feet. The capital of the State of São Paulo and the second city in Brazil, and the most modern in the republic. *Visit* all public buildings, fine railway station, cathedral, new opera house, attractive residence quarter, Mackenzie College (American), and make excursion to Light and Power Company's works (25 miles to village of *Parnahyba* on the *Tieté River*). São Paulo is the center of the immense coffee region of Brazil, and from the city radiate 3500 miles of railway. Southward a line is building to connect ultimately with the State of Rio Grande do Sul. São Paulo has 75 miles of trolley, all modern improvements, and is rapidly developing into the industrial center of Brazil. One of the towns in the interior worth a visit is —

CAMPINAS. Population, 40,000. 66 miles from São Paulo. A fine, modern, commercial, but also educational, city in the midst of coffee plantations. School of Arts and Trades; handsome building for the Italian Beneficent Society.

PARANAGUÁ (*Antonina* is a smaller port a few miles up the bay). Population, 8000. 5128 miles from New York. Of importance only as the chief port of the State of Paraná and the terminus of the railway for the interior capital, a distance of 65 miles: —

CURITYBA. Population, 40,000. Altitude, 2670 feet. A peculiar characteristic of the scenery of this State of Paraná are the pines (*Araucaria braziliensis*), the archæological remains, and the cascades of the Paraná River. This is one of the most beautiful regions of South America, and should certainly be visited. This road has many bridges, tunnels, and turns, and is a great credit to Brazilian engineers by whose skill alone it was built. The city is modern, elegant, and attractive. One half the population is European. Has growing industries. Is the seat of a fine *Presbyterian church* (American), and its schools are noteworthy. From all this region a great deal of *yerba maté* and fruit is exported to the River Plate.

DESTERRO (*Florianapolis*). Population, 27,000. 2500 miles from New York. On the way are passed two smaller and merely local harbors, *São Francisco* and *Itajahy*, of importance chiefly because they are the ports of debarking for the interior cities of *Joinville* and *Blumenau*, famous in the history of the *German colonization* of South Brazil. Desterro lies on an island about two miles from the mainland. Although it is a quiet, old-fashioned place, it is extremely picturesque and reminiscent of Italy. One of the local relay cable stations between Buenos Aires and Rio de Janeiro.

RIO GRANDE DO SUL. Population, 15,000. 687 miles from Rio de Janeiro. A dangerous sand bar separates the ocean from *Lake dos Patos*, on which the city lies, but the government has contracted for a complete modification of the entrance so as to make it a safe and commodious harbor, entered by deep draft vessels and suitable for the increasing commerce of the south of Brazil. A wind-blown, sandy place, but healthy. The city is the location of the *Protestant Episcopal Missionary Bishopric*, and has a modern church with a theological seminary attached. In this neighborhood are settled many *Germans*, but in *Pelotas* (up the river, reached both by boat and railway), the center of the jerked beef industry, there are more. From Rio Grande the traveller may proceed southward by boat and stage (primitive enough) into Uruguay; or westward by rail to *Bagé*, thence by stage until the railway is finished to *Ribera* on the Uruguayan frontier, and by train to Montevideo; or, further by rail to Uruguayana and southward by rail along the Uruguay River to Montevideo. Northward, through the *Lago dos Patos* (200 miles), twenty-four hours by steamer, is the capital of the state, the city of Porto Alegre.

PORTO ALEGRE. Population, 100,000. A busy, prosperous place, half German, half Brazilian, fine public and private buildings, all modern improvements. Boat and train service to interior, and westward through *Santa Maria* to *Uruguayana* and Montevideo.

Interior cities. Little attention need be given to these, since the traveller will not have much opportunity to visit them unless his mission calls him there especially, but several deserve mention, partly because it is necessary to indicate the methods of travel in order to reach them, although railroads are developing so rap-

idly that many of these cities will be brought into the railroad zone within a few years, partly also to dispel the belief that they are primitive, unadvanced, and slothful; the contrary is true, and it can be stated beyond dispute that many of these cities are noted, as is Manaos up the Amazon, for beauty, modernity, and municipal completeness.

OURO PRETO. Population, 20,000. Altitude, 3500 feet. The old capital of the State of *Minas Geraes*, the most densely populated in Brazil. Was founded in 1698, it might be said on gold ground. Has electric illumination, good schools, a mining college, and other marks of progress. Here originated the movement for independence in 1789 by the martyr patriot *Tiradentes*. The city is now on a branch of the *Central Railway*, with regular communication from Rio de Janeiro.

BELLO HORIZANTE. Population, 20,000. Altitude, 2400 feet. Made to order by the government in 1894, since when it has been the capital of the State of *Minas Geraes*. A fine, artistic city in every respect, with some of the most beautiful public buildings in Brazil. Electric improvements of all kinds. Reached by a branch of *Central Railway* from Rio de Janeiro.

DIAMANTINA. Population, 15,000. Altitude, 3500 feet. Center of diamond mining region; diamonds discovered in 1727. On the bank of a pretty river, and at the foot of a mountain, 5960 feet. 500 miles north of Rio de Janeiro, reached at present by rail to *Curvello* on the *Central Railway* and thence by mule over a mountain trail, but soon to be connected with the capital and also with *Victoria*, by rail.

GOYAZ. Population, 13,000. Altitude, 1700 feet. Capital of state of same name. In a vine-growing district; wine of national reputation. Reached by days of hard travel over the plateau, but in this neighborhood it is proposed some day to locate the interior national capital.

CORUMBÁ. This is the Brazilian frontier near *Puerto Suarez* (*see* Bolivia). Head of steam navigation on the Paraguay River, and the only way (except an almost impossible trek across the interior of Brazil, through which a survey has recently been made) is to go by boat from Buenos Aires. The trip is one of 4000 miles from Rio, and service is maintained by the Brazilian government as a matter of national pride. The city, in many respects, is quite to be compared with Manaos, its twin sister on the Amazon. About 300 miles above this city is the capital of the State of *Matto Grosso*:—

CUYABÁ. Population, 30,000. Altitude, 1800 feet. This city lies in a direct line from Rio de Janeiro, 875 miles. Exports meat, cattle, and forest products. Electric lights.

CHILE

Area, 290,000 square miles. Nearly equal to California, Oregon, and Washington. Population, 3,250,000; 11 per square mile. Railway mileage, 3250.

The coast of Chile, twice as long as the Pacific coast line of the United States, was discovered and skirted by *Magellan*, but his successor, *Valdivia*, planted the first town in 1541, at *Santa Lucia*, now *Santiago*. As a Spanish colony Chile was a dependency until 1810, which is the year celebrated as that of her declaration of independence, although fifteen years of struggle ensued before she secured her freedom. The Republic of Chile now comprises 23 States and the *Territory of Magellan*, which includes that part of *Patagonia* and of the island of *Tierra del Fuego* which fell to her share in the division between Chile and Argentina. Chile is 2700 miles long, and varies in width from 106 to 250 miles. The climate ranges from cold winter at the *Straits of Magellan* to torrid heat at the boundary of Peru. The seacoast is bathed by *Humboldt's Stream* (cold) which tempers the northern heat, and the slopes of the Andes show graduated temperatures up to the snow line. The most notable geographical feature of Chile is the so-called *Longitudinal Valley*, lying be-

tween two parallel mountain ranges running north and south, about 500 miles long by 30 wide. In this are included many important towns and flourishing industries; farming, dairying, manufacturing, etc. On the coast Chile counts 15 major and 38 minor ports. The major ports admit international commerce; the most important will be mentioned in detail hereafter. Besides these, there are 39 custom houses or *dry ports* between Chile and her neighbors.

Chile has many short parallel rivers running from the coast range of mountains to the sea, some of them navigable for several miles, some of them, however, waterless for a part of the year. Owing to the sudden and steep rise of the Andes of the eastern range, among which there are fifty peaks over 15,000 feet high, the rivers descending from it are short, rapid, and full of cataracts, which are being made useful for hydraulics, electricity, and irrigation, and their control is a matter of necessity, to the inhabitants as well as to the railroads, which must cross them on expensive bridges such as the *Malleco* (1250 feet long, 300 feet above the bed of the stream, costing $1,000,000). In railroad transportation Chile is one of the most advanced countries in South America. The *Longitudinal Valley Railroad* runs the whole length of the

valley with branches to several of the ports, though the service has not kept pace with the growing commerce. It is also intersected by the *Transandine Railroad* from Valparaiso to Buenos Aires, described in the section on Argentina. The majority of the lines are owned by the government. The first railroad in South America, from *Caldera* to *Copiapó*, was conceived and put into execution by the Yankee *William Wheelright* (Newburyport, Mass.), in 1851, with the intention of crossing the Andes, a project that will some day be carried out.

Chile has studied the varieties and possibilities of her territory with remarkable thoroughness and accuracy, and has rendered great service to navigation by her charting and channeling the *Straits of Magellan.* Immigration is encouraged and liberal terms are offered to settlers. The soil and climate are favorable to Europeans. One-half the population is engaged in agriculture. There are no negroes in Chile, and the *Araucanian Indians* are a hardy and superior race. The *nitrate* (northern) regions are a source of enormous wealth, and minerals play a chief part in the economic development.

The best time to visit Chile is during our winter months, when the climate there resembles that of our Middle States in summer.

SANTIAGO, capital. Population, 400,000. Altitude, 1700 feet. Situated at the head of the *Longitudinal Valley*, on both sides of the *Mapocho River*, 115 miles from Valparaiso, by rail, and on the line of the *Longitudinal Valley Trunk Railway*. Numerous trains to all points every day. Streets straight and wide, fine buildings, much damaged by earthquake August 16, 1906, since largely rebuilt. House of Congress very fine, also cathedral and monuments. Beautiful gardens of Alameda, *Cousiño Park*, Agricultural Park, especially Santa Lucia Hill, Forest Park, famous race-course, and many public squares. Trolleys with women conductors. Much rain and cold during June, July, and August. English and other foreigners make a cosmopolitan population.

VALPARAISO. Population, 150,000. 3200 miles from Panama. Largest town on Pacific coast except San Francisco (California), and was an equally fine city prior to the earthquake of August 16, 1906. A dangerous, open harbor on which $50,000,000 are being spent in improvements, including a dry dock. There are two floating docks and a government mole with hydraulic machinery, but for her extensive commerce the facilities are inadequate. Handsome streets on the water front, and on the hills which are reached by seven elevators. It is a fortified port, and has a naval as well as a scientific school. Locomotive and steamship building yards, and factories of machinery, wagons, etc. Water supply good, drainage excellent, electric car and light service. Large German colony, and many Italians, French, and Scotch. Trolley connection with seaside towns of *Viña del Mar* and *Miramar* (combined population, 11,000). Railroad from Valparaiso to Santiago (Pullman cars), passing towns of *Quillota* (population, 10,000) and *Llai Llai* (population, 3000, distance from Valparaiso 51 miles, and 65 miles from Santiago), junction for *Transandine Railway* to Argentina *via Juncal, San Felipe*, and *Santa Rosa de los Andes*. (Agricultural, fruit raising and canning district.) *See* Argentina for description of *Transandine Railway*.

Islands of *Juan Fernandez* belong to this province. Tra-

ditionally, the islands of "Robinson Crusoe." Valuable for their fisheries. Reached by trading vessels only.

Valparaiso is the objective point of all Chilean commerce; consequently this Guide gives the chief ports, beginning at the north toward Valparaiso, and then southward from it.

ARICA. Population, 3000. 1932 miles from Panama; 1268 miles from Valparaiso. Harbor commodious and sheltered; two wharves. Source of wealth, transit commerce with Bolivia (which see) and export of borax, copper, and sulphur. Railroad to *Tacna* (population, 12,000), thence to *La Paz*, 300 miles by mule (railroad is at present under construction).

PISAGUA. Population, 5000. 1960 miles from Panama. No docks, landing difficult. Center of *nitrate* industry. Minor port, *Junin*.

IQUIQUI. Population, 45,000. 2000 miles from Panama. Most important northern port, but a modern bonanza mining town built of frame and corrugated iron. Good anchorage, several wharves and machinery for rapid loading. *Methodist Episcopal school.* Railroad to interior. Minor ports, *Caleta Buena*, *Punta de Lobos*.

TOCOPILLA. Population, 5000. 121 miles from Iquiqui. Railroad connects the town with *nitrate* region of *Toco*. Minor ports, *Gatico*, *Huanillos*.

ANTOFAGASTA. Population, 20,000. 2128 miles from Panama. On the Tropic of Capricorn, situated exactly on the Pacific as *São Paulo* on Atlantic. Open port, rough landing through surf. Wharves for unloading. Port of entry for Bolivia (which see). Railroad finished 575 miles to *Oruro*, thence to *La Paz*. Minor port, *Caleta Coloso*.

TALTAL. Population, 7000. 111 miles from Antofagasta. *Nitrate* shipping port, well sheltered. Minor port, *Paposa*.

CALDERA. Population, 3000. 2335 miles from Panama. Fronting on a fine, big bay. Terminus of first railway constructed in South America, planned by *William Wheelwright* as a transandine line; reaches at present *Copiapo*, the ultimate destination is *Tucumán*, Argentina. At present commerce of little importance. Minor port, *Chanaral*. A contiguous port is *Carizal Bajo*, with minor ports, *Huasco*, *Pena Blanca*, *Sarco*.

COQUIMBO. Population, 10,000. 2500 miles from Panama. Fine bay, good anchorage. Minerals chief exports, with agricultural products. Railroad to *Serena*, capital of province of same name, second city founded in Chile. Minor ports, *Guayacan*, *Tongoy*, *Tottoralillo*, *Puerto Oscuro*.

Ports south of Valparaiso.

San Antonio is a minor port at present, but is intended ultimately to relieve Valparaiso of excess commerce; for that reason, large improvements are projected to make it a first-class shipping station. *Constitución* (population, 8000) is built along the bank of the Maule River a mile from its mouth, and has important local trade.

TALCAHUANO. Population, 16,000. 240 miles from Valparaiso. Military and commercial port on a large bay within which are situated also the minor ports of *Tome*, *Penco*, *Lirquen*, and *San Vicente*. Best harbor on the Chilean coast. Dry dock for war vessels completed 1895. It has a naval station and Naval School, sometimes called the Annapolis of Chile. Rail connection (15 miles) with Concepción.

CONCEPCIÓN. Population, 51,000. 415 miles from Santiago, by rail. Third largest city in Chile. After being several times destroyed by earthquake is now rebuilt with wide streets and modern edifices, cathedral. *Coal* mining region.

CORONEL. Population, 7000.

LOTA. Population, 10,000. 258 miles from Valparaiso. Twin ports lying alongside a great vein of *coal* and *copper*. Steamers coal here for Panama or Montevideo. In Lota is the famous *Cousiño Park* and *chateau*, the pride of Chile. Owned by the *Cousiño family* who control all the coal in the region.

VALDIVIA. Population, 12,000. 555 miles from Santiago *via Antilhue* by rail. On both sides of the river of the same name, navigable for small vessels to towns in the interior. Engaged in tanning, brewing, and ship building. A prosperous, busy place. United by steamer (11 miles) to the seaport of Corral.

CORRAL. Population, 2000. 2979 miles from Panama. Situated on a sheltered bay. Shipping port for Chilean cereals. All this region was settled by the *Germans* in 1848; it has industrial colonies, tanneries, breweries, etc. The chief town is *Osorno*, connected with Valdivia by rail (65 miles) to the north, and by a newly constructed line south to

PUERTO MONTT. Population, 6000. 1362 miles from Valparaiso by sea. On the Gulf of *Reloncavi;* port of importance and industrial center. Terminus of the *Longitudinal Railroad*, 22 miles south of Lake *Llanquihue* — largest in Chile, with steam navigation — where is a *German colony* founded by the government in 1853. Center of timber and lumber industry; wheat and cattle.

ANCUD. Population, 5000. On the shore of the largest island of the province of Chiloe, which is composed of archipelagoes and innumerable islands; from here southward to the *Straits of Magellan* are the *Chilean Fiords*, in the Chilean *Patagonia*.

PUNTA ARENAS. Population, 20,000. 3982 miles from Panama. 6890 miles from New York, *via* Atlantic Ocean. Southernmost town in the world, but only as far south as Dublin in Ireland is north. The only city in South America where skating and sleighing are regular amusements. Bright, brisk, new town, good wharves and warehouses, growing cattle and sheep, and fur industries. A free port, no custom house, active place of exchange, the world's cross roads, between East and West. Seat of territorial government for the territory. Chilean naval station, wireless and coaling station for ships of all nations. Some gold mining from the Island of *Tierra del Fuego* across the Straits.

COLOMBIA

Area, 465,714 square miles. Twice the size of Texas. Population, 4,280,000; 9 per square mile. Miles of railway, 500.

Colombia, like most of the other South American republics, declared her independence of Spain in 1810, although not till 1819 did *General Bolivar's* decisive victory assure her freedom. It was his dream to establish a Latin-American Federation like that of the United States, and under the title of The United States of Colombia he combined the present republics of Venezuela, Colombia, Panama, and Ecuador, but the union ceased at his death in 1830. The pomegranate in the shield of Colombia refers to the first name bestowed on this region by the Spanish discoverers, New Grenada; under various other names this republic has led a troubled existence, definitely resuming again the name of Colombia in 1863. There are now fifteen departments, a federal district, and four territories. The present progressive administration promises a future full of prosperity.

Three chains of the Andes cross the western or Pacific side, while toward the east roll vast plains called *llanos*, suited to stock raising and agriculture. The chief exports are coffee, to-

bacco, and cattle, but the mineral products are enormous, although the methods of production are antiquated. It is estimated that the mines of Colombia produced more gold in a single fifty years of Spanish occupancy than had been mined in all the world prior to the time of Columbus. Here originated the myth of the *Golden Man* (*El Dorado*) which the Spaniards were ever seeking. Gold is found in every department, silver in several, also iron, lead, mercury, and *platinum*, of which last only Russia exceeds in output. *Coal* is so abundant that it could supply all America if other sources failed. The *emerald* mines of *Muzo*, seventy-five miles from Bogotá, belong to the government, and are said to yield a million pesos worth of stones annually. The *pearl* fisheries and *salt* mines are also government monopolies.

Colombia has a coast line of 500 miles each side of the Isthmus, well indented with good harbors, also many navigable rivers, the chief of which is the *Magdalena*, which steamers ascend 800 miles. By a decree of 1906 all travellers are required to present passports, but the government concedes many privileges to immigrants and settlers. The railways of the country are at present a series of isolated lines, running between the larger towns, but as they have been

recently brought under more systematic management the result will be to connect them one with another and to make a uniform system. Colombia is the nearest portion of South America to the United States, the distance from *Cartagena to Tampa* being less than from New York to St. Louis by land. The best time to visit Colombia is between December and May. The coast region has seasons resembling those of the tropics along the Caribbean Sea, but in the interior there are four seasons, two wet and two dry, while on the plateau rain comes irregularly all through the year.

BOGOTÁ, capital. Population, 120,000. Altitude, 8564 feet. Founded in 1538. Situated on a level plain, surrounded by mountains with fine scenery and a beautiful climate. Social conditions unusually pleasing. Has four parks, a cathedral, an interesting national museum, and a university. Has a *Protestant church* nearly fifty years old. Telephone, telegraph, trams, and cabs. Fine drives and rides in the suburbs. There are *coal* and *iron* side by side at *Pradera*, where a *bessemer* plant is in process of erection. Excursion to the *Chorro Milagroso* (wonderful spring). Three short railroads center in Bogotá: (1) To the *River Magdalena*, 120 miles, at the town of *Giradot*. (2) To the *Falls of Tequendama*, 15 miles; the falls are 475 feet, but the body of water is not so great as at Niagara. (3) To *Nemocan*, 30 miles, *via* the *salt* mines at *Zipaquira*.

SABANILLA (Puerto Colombia). 2223 miles from New York. Port of entry for Barranquilla, at the mouth of the Magdalena River. English dock, with fine wharf. Railroad across the bar to Barranquilla, 17 miles.

BARRANQUILLA. Population, 40,000. 740 miles to Girardot by river. About fifty steamers, stern-wheel type, go from there up the river. Foreign trade here is more than half that of the republic. Sanitation recently received much attention. Trade winds from November to April temper the heat agreeably. Used only as a place of transfer from ocean to river steamer.

CARTAGENA. Population, 27,000. 2283 miles from New York. Oldest city and best harbor of the republic. Remarkable old Spanish fortifications. Railroad to *Calamar* on the Magdalena, 66 miles, where connection is made with steamers for up stream.

DORADA. On the Magdalena River, 600 miles above Barranquilla, point of transfer from boat to rail for 40 miles to *Beltran*, where transfer again to boat, 100 miles to *Girardot*. Between here and *Facatativá* the road rises 8500 feet, hence passes over a level plain to Bogotá.

MEDELLIN. Population, 50,000. Altitude, 8839 feet. Second city in size of the republic. Most important commercial and mining center. Has cotton factories and a school of mines. Well built, modernized town, opera house, telephones, etc. Will be in time connected with *Puerto Berrio* on the Magdalena; at present it is necessary to go by mule to *Providencia*, 90 miles, and thence 65 miles by railway to *Puerto Berrio*. Or to *Buenaventura* on the Pacific, *via Cali*, a road under construction.

BUENAVENTURA. Population, 4000. 355 miles from Panama. The gateway to the rich State of *Cauca*, equal in extent to California. A railway is under construction to the interior, aiming ultimately to reach Bogotá.

SANTA MARTA. Population, 9000. 2287 miles from New York; 1500 miles from New Orleans. Good harbor on the Caribbean Sea, with healthy climate. *General Bolivar* died here in 1830. A growing center of the banana industry, also coffee and ivory nuts. A railroad 93 miles to *Fundación*.

ECUADOR

Area, 116,000 square miles. Size of Arizona. Population, 1,500,000; 12 per square mile. Railway mileage, 300.

Ecuador, like Peru and Bolivia, had a pre-Columbian history when her inter-Andine region was the seat of the *Incas* and of the kingdom of *Quitu*, who for centuries developed a civilization which is the marvel of archæologists. The Spaniards made their appearance at *Tumbez* (Peru) in 1532, and took possession of the city of *Quito* in 1534, making it subject to the supreme court of *Lima*. The colonial despotism ended in 1822, when Ecuador was joined to the Colombian Confederation (dissolved in 1830). The last constitution was adopted in 1897, and the republic now consists of sixteen provinces, five maritime, twelve inter-Andine, and the Orient which includes all the territory east of the Andes, probably the richest of all, but into which civilization has scarcely penetrated. As indicated by its name the Equator bisects this republic, not quite in the middle between its northern and southern boundaries but very near to the capital. The greatest length of the country from north to south is about 520 miles, its greatest width from east to west about 740 miles. Its Pacific coast line *with all indenta-*

tions is about 2000 miles, while the Brazilian boundary passes through an uninhabited wilderness. The great chain of the Andes is here reduced to two ridges close to the sea, connected by transverse ridges or *nudos* on the table-lands between which most of the inhabitants live, surrounded by some of the highest snow peaks in the world. (There are 25 of more than 12,000 feet in altitude, the most famous of which are *Chimborazo*, 20,500 feet, and *Cotopaxi*, 19,613 feet.)

The climate resembles a perpetual spring, and the products are to a great extent those of the temperate zone. It is very hot on the coast and the Amazon slope is hot and steaming, but there are two seasons, the rainy from December to May, and the dry from June to November, often interrupted by dangerous and heavy hail storms. The population, settled as beforesaid on the table-lands and the coast, is really more dense than its proportion to the total number of square miles, because, leaving out the uninhabited Amazon basin, it aggregates more nearly 33 per square mile. The white race bears a relative proportion of 40 per cent, the Indians 60 per cent (in a primitive and subject state); the negro element is scarcely worth reckoning, only 2500 being found in a condi-

tion of servitude on the abolition of slavery in 1852.

There are 91 rivers of two systems, — those flowing eastward to the Amazon, those descending to the Pacific, some of each being of considerable size and commercial importance, and marked by wonderful scenery. The forest productions — cacao, palm-nuts, dye-woods, rubber, and Peruvian bark, as well as coffee, sugar, hides, and straw hats — form the chief exports of the country. The straw hats mentioned are those known as *Panama*, or *Jipi-japa*, from the town of that name (population, 7000), the center of the production of the fine grass or *toquilla* from which they are made. This grass is not exported but is used in handicraft and cottage industries, such as the manufacture of hats, baskets, and hammocks.

The central system of railroads, known as the American, runs from Guayaquil to Quito and is finished. The *Pass of Palmira* is at 10,650 feet and it crosses the flanks of *Chimborazo* at 12,000 feet. Three extensions are projected from the main line: one of 120 miles to the *Curaray River* (a branch of the Amazon), whence connection will be made with *Iquitos* (Peru) and the Atlantic; another is south from *Huigra*, 92 miles to *Cuenca*, through

a central valley, cultivated and well populated; the third is north from *Quito* to *Ibarra*, 100 miles. No definite program for these lines is established.

The best time to visit Ecuador is during the dry season, from June to November.

QUITO, capital. Population, 80,000. Altitude, 9371 feet. Ancient, historical, little modernized, except for the use of electricity and some local industries. Has a cathedral, a university, and a Plaza Mayor said to be one of the finest squares in South America. Before the time of the Spaniards, the center of Inca civilization. Is now connected by rail (15 hours, 290 miles) with Guayaquil.

GUAYAQUIL. Population, 75,000. 842 miles from Panama. Founded, 1535, 60 miles from the open Pacific on the *Guaymas River*. Custom house and quarantine station on *Island of Puna* in the bay; steamers anchor midway, and unload by lighter. Extensive plans for harbor improvements and sanitation. Good water supply system, also electricity in general use. City built of bamboo and cane covered with plaster, many times destroyed by fire. After Valparaiso, it is the most populous port on the west coast of South America. First ocean craft ever built on Pacific coast launched at Guayaquil, where boat-building is to some extent carried on. *Duran*, on opposite shore of the river, is the terminus of American railroad to Quito, 290 miles.

GALÁPAGOS ISLANDS, dependency of State of Guayaquil since 1885, eleven in number, situated about 500 nautical miles from the coast. Uninhabited at time of discovery save by gigantic turtles, whence their name. Present English names given to islands in recent times by Captain Cowley, — *Albemarle*, *Indefatigable*, *Chatham*, *Abingdon*, etc. Total area, 225 square miles. Chief town

Floriana, founded 1831. The islands are not a source of revenue, although there are abundant and choice fisheries, and a violet dye-moss (orchilla) is collected from the rocks. The government invites settlement and offers facilities for the exploitation of the islands.

CUENCA. Population, 40,000. Altitude, 8600 feet. Third city of Ecuador. Center of southern commerce. In a rich agricultural and stock region. Of great local importance, many fine public buildings and brisk trade. Cuenca is to be the terminus of the Ecuadorian trunk railway, that will be extended southward, 92 miles from *Huigra* on the Guayaquil and Quito main line. When this railroad is finished it will be 300 miles to Quito; from which northward a survey has been made, 100 miles to Ibarra.

IBARRA. Population, 10,000. Altitude, 7530 feet. Fourth city in Ecuador. Founded, 1606. Center of northern commerce. Lies in a rich mineral region. Distant from nearest port, *Pailon* or *San Lorenzo*, 60 miles. Has a cathedral and public library. Northern junction of Ecuadorean link in *Pan-American Railroad.*

ATACAMES. Population, 2000. 750 miles from Panama. In Province of Esmeraldas where Spaniards found emeralds and gold. Inhabitants mostly negroes, descended from cargoes of slaves from Africa, who in 1623 escaped their ships and established themselves at this point after killing the native Indians. The Indian village here was the first which *Pizarro* saw having settled streets and a large population. The inhabitants now a days raise fine tobacco, and are skilful in making straw hats and hammocks. Good harbor.

PARAGUAY

Area, 57,722 square miles. About the size of California. Population, 636,000; 4 per square mile. Railway mileage, 175.

Paraguay has had, perhaps, a more dramatic and even tragic history than any other of the South American republics, and the unimportant place she now occupies among them is out of proportion to her sufferings and her struggles in maintaining her national entity and spirit. After the first discovery of this region by *Sebastian Cabot* in 1527 and the founding of a fort at *Asunción* by the Spaniards ten years later, her virgin plains and forests were traversed only as a thoroughfare between Buenos Aires and Peru until the advent of the *Jesuit missionaries* in 1609. This clever and devoted Order met with remarkable success, not only in the education of the natives whose language (*Guarani*) they reduced to writing, but also in making them proficient in agriculture and many of the arts of civilized life. In 1767 the Jesuits were expelled from all Spanish dominions, their good works flagged for lack of intelligent direction, and the misfortunes of Paraguay culminated in "the terrible war of 1865–1870, which reduced the republic to the wreck of a nation, although

placing its people at the same heroic level as the Greeks of Marathon and Thermopylae."

The movement for independence from Spain coincided with that which swept over the rest of South America, but was here accomplished without bloodshed, and maintained by a series of dictatorships under *Dr. Francia*, his nephew *Lopez*, and the latter's son, covering a period from 1811 to 1870. The last named, defying the triple alliance of Brazil, Uruguay, and Argentina, preserved the territory intact, but at the cost of $315,000,000 and many thousand lives, including his own. At the close of the war, however, a new constitution was framed, the national boundaries have since been established, and the republic divided into two sections, one on each side of the River Paraguay; the eastern has twelve departments, the western (called the *Chaco*), governed by the Minister of War, is almost uninhabited save by Indians and cattle. The population, while still inadequate to the territory, is increasing with encouraging rapidity. Immigration is invited and the government has established six *industrial colonies*, the most important of which is *Villa Hayes*, so named in honor of the President of the United States, who, in 1878, adjudicated a large part of the Chaco disputed by Argentina to Paraguay.

The Indians of the *Chaco* are legally under the care of an *English Mission* that conducts educational and industrial work, and is untaxed. There are only three towns but many ranches, in the Chaco, together with saw-mills and other scattered industries. The great *yerbales* or *tea* forests are now largely in the hands of capitalists and exploitation companies. Other agricultural products of Paraguay are sugar, cotton, tobacco, maize, coffee, and timber. There are manufactures of cotton goods, of wine and beer, tanneries, potteries, and cigars. *Lace* making, taught the natives by the *Jesuits*, has achieved a perfection that is admired even in Europe.

The foreign commerce of Paraguay is largely reshipped at Buenos Aires and Montevideo, not all ocean-going vessels being able to ascend as far as Asunción, but a noticeable tonnage register is nevertheless carried from that harbor directly to foreign ports without transshipment, especially to Brazil, Germany, and England. The rivers Paraná and Paraguay are full of steamers trading not only with local towns but also with those still higher up, in Bolivia and Brazil. (*Puerto Suarez* and *Curumbá*, which see.)

The climate of Paraguay is dry and warm, the hot months being December, January, and

February, the cold months embracing May to September, when it rains but never snows. The country is sometimes called the *Sanitarium* of the River Plate, and people from the south resort there for health and recreation.

ASUNCIÓN, capital. Population, 52,000. 1000 miles north of Buenos Aires, four to five days by steamer. Lies on east bank of River Paraguay. Has good wharves and there are large harbor works under construction. River traffic is heavy and at times forty vessels flying the flags of all nations (except those of the United States) are anchored here. Fine steamers, electric lighted and with all modern conveniences, ply between here and Buenos Aires and Montevideo daily. Most imposing building is the Arsenal in which Lopez once employed over three hundred men, and which turned out small steamers, cannon, bells, stoves, etc. There is a cathedral, a university, and a public library. A theater modeled after La Scala in Milan is still unfinished since Lopez's time. The mausoleum of the Lopez family is also worth visiting. The streets are broad and straight, many electric lighted, and plans are under way to change the two street-car lines into trolleys. Several pretty suburbs (tram connection) and attractive villas are near by, as well as the Agricultural School and Model Farm. Eighteen miles up the river, on the opposite or Chaco shore, is Villa Hayes.

VILLA HAYES. Population, 1000. Founded originally as *Villa Occidental* by the *Jesuits* in the eighteenth century, has a mixed population of Swiss, French, Italians, Germans, and Spanish, engaged in agriculture and stock raising.

VILLA RICA. Population, 30,000. 90 miles (by rail) east from Asunción. Center of agricultural district, pretty town with many *German* colonists engaged in cultivation of tobacco, cotton, and oranges.

ENCARNACIÓN. Population, 8000. 70 miles by road from Villa Rica. Founded in 1614, but really a new town, brought into activity by river traffic and its projected terminus of the *Paraguayan Central Railway*. Lies opposite *Posadas* on the River Paraná. When this railway is finished, no time will be lost in connecting Posadas with Buenos Aires, thus giving through rail transportation with the greater part of the River Plate basin.

CONCEPCIÓN. Population, 25,000. 135 miles above Asunción, on the river. Founded in 1773. Second city in importance in the republic. Port of entry and delivery. Headquarters of *English missionary society* active in *Chaco* opposite.

PERU

Area, 695,700 square miles. Size of Texas, New Mexico, Arizona, Nevada, and Utah. Population, 4,500,000; 6 per square mile. Railway mileage, 1500.

The history of the *Inca* civilization of Peru was five centuries old when *Pizarro* appeared (1531), and had it not been for dynastic dissensions among the Incas he would probably not have found conquest so easy. The lowborn swineherd was unable, in spite of his genius for leadership, to appreciate the remarkable evidences of a civilization differing from that of Europe, and by treachery, violence, and cruelty overcame the inhabitants and took possession of the government, but not until some fifteen years after his death was the country "pacified." The Spanish colonial viceroys had for their object the exploitation of the wealth of this region for the benefit of the Spanish crown, irrespective of any benefit to posterity or humanity. The inhabitants, which must have numbered five or six million at the time of discovery, were reduced to about six hundred thousand in 1796. These, with the descendants of Spaniards and the mixed races, all despised by the official class, succeeded in throwing off the yoke of Spain in 1821, and the battle of *Ayacucho* in

1824 put an end to the Spanish dominion, not only in Peru but in all of South America. Since the achievement of independence Peru has had eight constitutions and many civil as well as international wars, but seems now to have entered upon an era of peace and development. The republic is divided into 22 departments of which 10 are on the seacoast. The configuration of the country is much like that of the other Andean republics, consisting of a *coast* zone varying in width from 20 to 80 miles, an inter-Andine or *sierra* region, approximately 300 miles wide, and the *montaña* or eastern slope, covered with forests running to the boundaries of Brazil and Bolivia. The coast zone, although mainly of a desert character, is the most developed, not only in commerce on account of its ports, but also in agriculture and in industries established in the valleys of the rivers descending from the Andes, in which by means of irrigation the Inca people had brought the land to a state of productiveness comparable to that of the Vega of Granada. The mountain region is, of course, the mining region. The very name of Peru is synonymous with gold, and the "ransom of the Inca" has become as proverbial as the "wealth of Ormus and of Ind." Besides her minerals Peru has wonderful

riches in *rubber*, *guano*, *alpaca wool*, *cotton*, and *petroleum*, the last having been noticed as far back as 1691 by vessels passing the northern extremity of the coast, but only lately exploited, and now in the hands of a London company. The eastern or forest region and river valleys are as yet but little known. Experiments in *wireless telegraphy* over this vast and densely wooded section are being carried on by a German company. Electric power is generated from many of the Andine torrents and is much in use. Telephones, long-distance as well as local, are generally installed.

The first railroad was begun in 1851, and was later carried through by the American engineer *Henry Meiggs*, who, besides building several other roads, gave much attention to the improvement and sanitation of the capital, and became to Peru what Wheelwright was to Chile. The railroads with few exceptions are the property of the government, although operated by English companies. Most of them have terminals on the coast, but there is a trunk line from north to south on the highlands, partly completed, which will form a link in the *Pan-American* system.

The winter months, June to November, on the coast, are often marked by drizzling rains,

but there are no virulent fevers as on the humid eastern slope. All the climates of the world may be found among the Andes, depending on altitude, but heavy rains are frequent from May to October, while the dry season corresponds to our winter months. The best time, therefore, to visit Peru, is from October to May.

LIMA, capital. Population, 140,000. Altitude, 499 feet. *Pizarro* founded the town in 1535, and made it the capital instead of Cuzco. On the same day he laid the foundations of the cathedral within which his body is now entombed. The *University of San Marcos* was founded in 1551, and claims to be the oldest in America. It was reorganized in 1861, and the courses are now free. Well worth visiting are Exposition Park, said to be the most beautiful in South America, and other fine avenues and promenades adorned with statues to *Columbus*, *Bolivar*, to the *Second of May* (a national holiday), *Bolognesi*, and *San Martin*. There are numerous handsome public buildings, and it preserves the air of the old vice-regal days better than any other city in South America. The climate is deliciously temperate. The city is situated on a fertile plain intersected by the River Rimac, which, rising at an altitude of 17,000 feet, reaches the sea after a short course of only 80 miles. There are many pleasant suburbs and seaside resorts within easy reach, and it is rapidly becoming a modern capital, and merits its name of the Pearl of the Pacific. It is connected by steam and trolley lines and a fine wagon road of ten miles with Callao.

CALLAO. Population, 32,000. 1337 miles from Panama. At the mouth of the River Rimac, with fine system of government and floating iron dock, custom house and other good public buildings. Ships of all nations from English to Chinese (except American) in port. Many business men prefer to live at Lima, ten miles inland, on the *Oroya Railway*,

which having its terminus at Callao ascends to the mining town of *Oroya*, 138 miles, at an altitude of 12,179 feet. This is one of the engineering marvels of the world. *Oroya* is the junction on the trunk line; from here a railway runs northward through a mining region, 87 miles, to *Cerro de Pasco*, 14,200 feet.

TUMBEZ. Population, 1000. 900 miles from Panama. 100 miles south of Guayaquil. On the Bay of Guayaquil, just across the boundary from Ecuador. Here *Pizarro* landed and began the conquest of Peru. It is a small port of the second class with custom house, and growing in importance, largely on account of its proximity to the petroleum fields. *Tumbez* lies in a green oasis; from here southward the coast is generally barren and gray.

PAITA. Population, 6000. 849 miles from Panama. Fine harbor and good wharves but landing made by row boats. Chief industries, potteries and straw (Panama) hats. Market for petroleum and cotton from the interior. Barren environs, never rains. Railroad to *Piura*, 60 miles (15,000 population). From here a railway will ultimately be finished across the Andes to the Marañon River, whence fluvial navigation will connect the Pacific with Iquitos on the Amazon.

ETEN is a port of the first class, but disembarkation is accomplished by crane and basket. Is a few miles from the town of *Chiclayo*, center of sugar and rice industry. Depot for *guano* from *Lobos Islands*. (Railroad.)

PACASMAYO. Population, 3500. 1031 miles from Panama. First-class port, and the beginning of the old Amazon trail across the mountains. Landing by native row boats; good jetty. Large shipments of sugar and oranges.

SALAVERRY. Population, 1000. 1130 miles from Panama. Fourth port of Peru in point of trade. Railroad to *Trujillo* (ten miles), which has a university and remains of the old civilization. A pretty town.

PISCO. Population, 2000. 1149 miles from Panama. The first port of importance south of Callao. Bay sheltered by islands. Town lies a mile from beach with which it is connected by mule tram. Railroad to *Ica* (40 miles), in a region celebrated for its wine and brandy, and variety of fruits, especially watermelons.

MOLLENDO. Population, 6000. 1771 miles from Panama. One of the worst harbors on the Pacific, but of importance as being the terminus of the railways of southern Peru, the port of entry for Bolivia. It is also near to the *nitrate* fields. Harbor improvements under way. The railroad runs from here to *Puno* on *Lake Titicaca*, the entire distance being 330 miles, and the trip takes three days, because no trains are run at night.

AREQUIPA. Population, 35,000. Altitude, 7560 feet. Station 106 miles from Mollendo. Chief city of southern Peru, founded by *Pizarro* in 1540. Has a university and schools of arts and agriculture. Lies at foot of *Mount Misti* (20,013 feet), on which is the *Harvard Astronomical Observatory*. Extensive trade in wool in alpaca and sheep, and in *vicuña* skins.

PUNO. Population, 5000. Altitude, 12,540 feet. On *Lake Titicaca*, terminus of railroad from Mollendo, custom house and port of transshipment for Bolivia (which see).

JULIACA. Altitude, 12,523 feet. Station on Mollendo railway for branch line to *Sicuani*, 125 miles, whence by a new line, just completed with the rails, to Cuzco.

CUZCO. Population, 26,000. Altitude, 11,079 feet. Sacred, historic *Inca* capital, seized by *Pizarro*, 1534. Interesting Inca remains, and old university, one of the four of Peru. The railroad is to be extended 150 miles to the northwest, to meet the line from *Cerro de Pasco*, *Huancayo*, *via* famous battle-field of *Ayacucho*.

IQUITOS. Population, 20,000. 1265 miles from Lima; 1300 miles from Manaos; 5750 miles from New York. Founded by Peruvian government in 1858 as strategic outpost. Is now the third port of Peru in foreign commerce, and center of the *rubber* trade. All the product goes *via* the Amazon to the Atlantic. The possession of this port gives Peru the unique advantage of having an outlet to both east and west coasts of South America. Steamers ascend the *Marañon* from Iquitos 425 miles, thus coming within 400 miles of the *Bay of Paita* (which see).

URUGUAY

Area, 72,210 square miles. Size of New England, plus part of New Jersey. Population, 1,112,000; 14 per square mile. Railway mileage, 1450.

The first explorers, *Solis*, *Magellan*, and *Cabot*, made fruitless attempts to found settlements east of the Uruguay River, the natives of this region offering a more determined resistance to the invaders than those in other parts of the River Plate basin. Not until 1624 was permanent foothold gained at *Soriano* on the banks of the Rio Negro, but even this was disputed and menaced by the Portuguese, who finally established a rival settlement at *Colonia* in 1680 and drove a thriving trade with Buenos Aires. They were ousted, however, in 1724, following which Montevideo was founded, but the Portuguese never relinquished their claim to the country, and when the empire was proclaimed in Brazil Uruguay was compelled to become its southernmost province. This being disputed by Argentina, England was asked to mediate in 1828, and the result was the creation of the oriental republic of Uruguay, sometimes called the *Banda Oriental*. Internal dissensions followed, and these, with war of the triple alliance against Paraguay (1865–1870), kept the

country in a state of disturbance until within recent years. The old factional bitterness between *Blancos* and *Colorados* has, however, much diminished of late, and the republic seems to have entered upon the path of constitutional and commercial progress.

It is divided into nineteen departments, within which are but few large cities; instead, there are countless small towns and villages, many of them of recent settlement, much like the prairie towns of our middle Western States. With the same pastoral and agricultural opportunities, Uruguay has devoted the major part of the land to cattle to the neglect of grain. It cannot be said to be thickly settled though the land is largely owned and divided into farms and estates, some of great extent. The need of labor is being supplied by recent immigration, in which *Italians* lead, and there are several *industrial colonies* planted by the government many years ago.

Lying within the temperate zone, with a well watered territory, in which the elevations do not rise above 2000 feet, with a coast line on the Atlantic and River Plate of 350 miles, and a river boundary on the Uruguay of 270 miles, the republic is admirably situated and ripe for great development. There are but few bays

or harbors, that of Montevideo being the most important, but the Uruguay River, which is from five to six miles wide as far up as *Fray Bentos* (*The Liebig* establishment), supports much ocean-going traffic, and vessels of lighter draught go 300 miles farther and for some distance up the Rio Negro. The vegetation ranges from the palm to the pine, although the country has no dense forests. Flowers and fruits are of the finest, while wheat, *yerba*, and dairy products, cattle, jerked-beef, hides, and seal-skins are among the abundant products of the country.

The railroads are all built and owned by English capital and radiate from Montevideo, northeast to *Minas*, *Trienta y Tres*, with ultimate destination, *Lake Merim* on the frontier between Uruguay and Brazil; northward to *Rivera*, on the Brazilian frontier, and westward to *Colonia*, *Mercedes*, and ports on the Uruguay River.

The climate of Uruguay is mild and healthful; on the uplands frosts and sometimes snow occur in July and August; on the lowlands it may be very hot in February. There is sufficient rain in all seasons, but more in May and October. Consequently, the best time to visit Uruguay — although it is pleasant at all seasons

— is during our winter months, from October to June.

MONTEVIDEO, capital. Population, 350,000. 5768 miles from New York. Best harbor on the River Plate, which at this point is about fifty miles wide. The Bay of Montevideo is six miles wide, with the hill or *Cerro* (*Monte*) on the west, which gives its name to the city. There is an extensive system of moles and docks, but the harbor works are not yet completed, and the port is inadequate to its commerce at present. The city is noted for salubrity and cleanliness. It has all modern improvements, good hotels, handsome public buildings, including cathedral and the great *Solis Theater*. The people are hospitable and charming, and the women are famous for their beauty. Excursion to *Pocitos*, a delightful seaside resort, a few miles along the shore, now connected by trolley with the city. *Ramirez*, a nearer and therefore more frequented bathing-place, has fine municipal baths at a remarkably cheap rate.

From Montevideo across to Buenos Aires, 125 miles, fare $6.00, gold, including a fine dinner, berth, and morning coffee, is an easy night's run. The trip can be made by daylight, but offers nothing of interest. The steamers of the *Mihanovich Line* make the journey from 6 P. M. to 5 A. M., and offer a comfort quite comparable to those on Chesapeake Bay.

MALDONADO. Population, 3000. 60 miles east of Montevideo. Founded, 1763. Old tower on Island of *Gariti* fortifying harbor. There is a naval station and handsome church, second largest in the republic.

COLONIA. Population, 5000. 150 miles (by rail) west of Montevideo; 30 miles to Buenos Aires. Founded by the Portuguese in 1680. Has had a sanguinary history. Old fortifications demolished in 1859. Large lighthouse on the island of *Faralon*. Has growing commercial importance, and modern harbor works under construction.

MERCEDES. Population, 10,000. 30 miles from the Uruguay River up the Rio Negro. 188 miles from Montevideo by rail. Picturesquely situated, has some good buildings, considerable river traffic. Important position on the Rio Negro, which is 350 miles long, and divides the republic into two equal parts, navigable for 25 miles above the town. Near by is the village of *Soriano* (population, 1000), oldest settled place in Uruguay, founded, 1624.

FRAY BENTOS. Population, 10,000. 200 miles to Montevideo. Sometimes called *Independencia*, a well-built town, founded in 1859, its activity depending upon its proximity to the *Liebig Extract of Beef Company*, founded in 1861 by English and Belgian capital under the guidance of the celebrated chemist, *Baron von Liebig*. Its development has surpassed all early expectations and plans, and the present great establishment has been called the World's Kitchen, and has laboratories and stockyards furnished with the most scientific and hygienic appliances. The whole neighborhood is a great stock-raising country, but in addition it draws its material from all Uruguay, much of Paraguay and Argentina, whose port of *Concepción* (which see) is nearly opposite on the Uruguay River. The company has here wharves of its own at which it loads steamers direct for Europe. A projected line will soon give direct rail connection with Montevideo.

PAYSANDÚ. Population, 15,000. 300 miles by rail northwest of Montevideo, on the Uruguay River, founded, 1782. Head of ocean-going navigation on the River Uruguay. Third city of the republic; harbor visited by foreign vessels. There are four flourishing suburbs of industrial character. The city has all modern improvements.

SALTO. Population, 16,000. 375 miles from Montevideo by rail. Head of coasting navigation on the River Uruguay. Is the second city of the republic and lies opposite the Argentine city of *Concordia*. Founded, 1852. Modern city. From here, the railway from Montevideo, through the

junction of Rio Negro (*Paso de los Toros*), follows the east bank of the Uruguay to the frontier town of *Santa Rosa* where the River Cuarem joins the Uruguay, thence to the Brazilian city of *Uruguayana*. From here a railway is recently in operation eastward across the State of Rio Grande do Sul through *Santa Maria* to *Porto Allegre* (which see).

Another way of reaching Uruguay from the north is to go by coach from *Bagé*, Brazil (which see), — railway surveyed, — two to three days to the northernmost town of Ribera.

RIBERA. Population, 4000. 355 miles from Montevideo. Terminus of the *Uruguay Central Railway*, opposite the Brazilian town of *Santa Ana do Livramento*. This is one of the prettiest towns in the republic. A center of mining interests, chiefly gold. (Cunapiru Company.) In this region the Italian patriot *Garibaldi* gathered the experiences that led later to his great triumphs in his native land.

VENEZUELA

Area, 593,940 square miles. Twice the size of Texas, plus Georgia. Population, 2,650,000; 4½ per square mile. Railway mileage, 500 miles.

Columbus discovered the coast of Venezuela on his third voyage in 1498. A settlement was made in 1510 on the Island of *Cubagua*, but *Cumaná*, founded in 1520, is the oldest city in Venezuela and the oldest continuous settlement in the western hemisphere. The Spaniards waged war with the savage aborigines (*Caribs*) till 1567, when, on offering submission, most of these were put to death. The Indians at the present day comprise about ten per cent of the population. Up to 1806 Venezuela was loyal to the Spanish crown, when dissatisfaction began openly to manifest itself and the republic was declared July 5, 1811, followed by ten years' war. Finally *General Simon Bolivar*, the Liberator, met the Spanish army on the plains of *Carabobo* June 25, 1821, and overwhelmingly defeated it. The union of northern republics was then formed, which lasted until *Bolivar's* death in 1830.

Venezuela as now constituted is divided into thirteen states and five territories, and a federal district of five departments: Libertador, con-

taining the capital, Vargas, Sucre, Guaicaipuro, and the Island of Margarita.

The republic lies wholly within the tropical zone, has a coast line of 1390 miles and more than a thousand rivers, the Orinoco having the third largest stream and basin in South America. It rises at an altitude of 4500 feet and spreads over an immense territory, some of its tributaries uniting with those of the Amazon to form a continuous network and navigable waterway to the sea. Add to these 204 small lakes besides the larger lakes, *Maracaibo* and *Valencia*, and a well-watered and luxuriant land presents itself to the imagination, backed by an Andine wall on the west from 10,000 to 15,000 feet high. Among these heights are the cold temperatures, with scant vegetation, descending to the well-wooded, milder table-lands or *mesas*, upon which rests the prosperity of the country in health, energy, and productiveness. The hot lands, but little above the level of the sea, and amid the morasses of the river deltas, try the constitution and the soul of man, though well adapted to cattle.

The immense watershed of the Orinoco with its numerous navigable affluents affords ample means of communication in the southern and eastern part of Venezuela. Railroad lines are

therefore located between ports of the northern coast and a few towns in the central highlands. Travel is chiefly along the coast, but the great interior valley at the head of which lies Caracas, is relatively well supplied with railroads.

The rainy season is from April to October, during which the coast and the lowlands should be avoided; but in the elevated valleys, where the greater proportion of the population dwells, the climate is healthful and agreeable all the year round.

CARACAS, capital. Population, 73,000. Altitude, 3018 feet. Founded by the Spaniards in 1567, sacked by the English in 1580, and partially destroyed by the terrible earthquake in 1812. Rebuilt with streets at right angles, well paved and lighted, and numbered much like those of Washington, D. C. There are broad and shaded aveunes, squares with handsome statues, most prominent among which are those of *Bolivar* and *Washington*. The public buildings are costly, including the cathedral, Panteon, University, and two theaters, as well as elegant private residences. Excellent water supply, electric lights and trolleys, telephones, and facilities for a large commerce. *Visit* Calvario (Independencia Park), Vargas Hospital and grounds, Paraiso, a residential suburb on the banks of the Guaire River, and make excursions to El Encanto and Encantado, where are interesting grottoes. Railroad 22 miles to La Guayra.

LA GUAYRA. Population, 14,000. 1845 miles from New York. Backed by lofty mountains is one of the most picturesque ports in the world. Breakwater, costing $5,000,000, has assured a safe and commodious harbor, and the foreign as well as the coasting trade is very consider-

able. There is an interesting fort above the city. The town is worth studying for the day, but the traveller will do well to pass on to the capital, or to Macuto.

MACUTO, a bathing resort three miles to the east, to which a steam tram occasionally runs. Here is an attractive hotel and fine salt-water baths, much frequented by the aristocracy of the capital, and well worth visiting. Here *Amias Preston*, an English filibuster, with four hundred men landed in 1580, scaled the precipitous mountains, sacked Caracas, and returned safely to their ships. The adventurous traveller is advised to make this climb if he has good wind, as it affords some of the most magnificent mountain and sea views in all South America.

The scenic railroad route commended to travellers is as follows: from La Guayra to Caracas, thence by the *German* (*Gran Venezuela*) *Railway* through Valencia, thence to Puerto Cabello. This trip is part of the winter excursions offered by several steamship lines in the cruise of the West Indies and Caribbean. The most interesting places are:

LA VICTORIA. Population, 8000. 37 miles from Caracas. A pretty, clean, and healthful city. Five miles beyond which is the village of San Mateo.

SAN MATEO, celebrated for its heroic defence during the war for independence. Near by, reached either on foot from the railway station or by carriage from La Victoria, is the hill on which lie the ruins of the estate (*ingenió*) of *Bolivar*. This is worth visiting as the view up and down the Valley of the Aragua is one of the most fascinating in the coun-

try; its historical associations are also to be noted. (Bolivar, see Bibliography.)

VALENCIA. Population, 40,000. 137 miles from Caracas; 34 miles from Puerto Cabello. One of the most important centers of the republic, surrounded by fine plantations, and not far from the battle-field of *Carabobo*, near the shore of *Lake Valencia*, a beautiful bit of water on which there is steamer traffic. The town has manufactures, street-car service, a theater, etc.

PUERTO CABELLO. Population, 14,000. 1910 miles from New York; 65 miles by sea from La Guayra. Has handsome buildings including the finest custom house in Venezuela, and old fortifications. Is well lighted and supplied with good water. Harbor naturally safe and secure — modern docks — so that ships are proverbially anchored by hairs (*cabellos*).

MARACAIBO. Population, 50,000. 2195 miles from New York. On western shore of *Lake Maracaibo* from which there are four channels to the sea. At the time of the discovery the aborigines were living in huts on piles over the water, and the Spaniards called the place Little Venice, hence, Venezuela. The harbor is extensive and safe and ships the product of the neighboring districts as well as part of Colombia. The lake has a brisk interior navigation, and at its head are terminals of railways leading into the State of Táchira and another into the State of Trujillo. Maracaibo has a university and ship-building yards; it has modern improvements and is one of the most progressive cities in the republic. Business men use the route through Maracaibo to the town of *Cúcuta* in Colombia. Some of the best known asphalt deposits are near Maracaibo.

CIUDAD BOLIVAR. Population, 12,000. 600 miles from the mouth of the Orinoco. 2500 miles from New York. Founded, 1764, as *Angostura* or the

Narrows, from that feature of the river. In 1846 was renamed in honor of the patriot general. Has a cathedral, theater, beautiful park, and various manufactures. Reached from Trinidad.

CUMANÁ. Population, 1000. 2040 miles from New York. Founded, 1520; 100 years before Plymouth, 87 before Jamestown, and 45 years before St. Augustine. At the mouth of the Manzanares River, the finest along this coast. Well known asphalt deposits of the republic are in this neighborhood. Opposite here, 24 miles across the channel, is

MARGARITA ISLAND. Population, 20,000, the chief settlement on which is *Asunción* (1524). The people are engaged in fishing, *pearl diving*, hat and hammock weaving, and needle work. The soil is arid, fresh water scarce, climate dry and healthful.

CARÚPANO. Population, 12,000. 2000 miles from New York. Important port visited by steamers from Europe and the United States. Ships cacao and mineral products.

BARCELONA. Population, 13,000. 1985 miles from New York. The port, called *Guanta*, has a fine harbor where vessels lie at the wharves; improvements in the docks and city are under way, and railroad is constructed to the *coal* fields, twelve miles in the interior.

There are three important *asphalt* deposits in Venezuela: *Pedernales Island* off the Gulf of Paria, *Cumaná*, and *Maracaibo*.

CUBA

Area, 44,000 square miles. Size of Pennsylvania. Population, 2,056,000; 46 per square mile. Railway mileage, 2330.

"The Pearl of the Antilles," discovered by *Columbus*, was first colonized by his son Diego, who founded the towns of *Baracoa* (1512), *Santiago* and *Havana* (1515). Search for gold having proved disappointing, the colonists turned their attention to the cultivation of the indigenous tobacco, and of sugar-cane imported from the Canary Islands. Having exterminated the natives, they imported negroes. Cuba's golden age was in the years between 1763 (when, after the English capture of Havana, the island was restored to the Spanish) and 1834. The rich soil yielded full harvests of tropical products, the island became a center of ship-building, and vessels laden with valuable cargoes sailed from every port. On the downfall of Napoleon, when the Spanish dynasty was restored to its throne, a series of rapacious governors were sent to Cuba armed with despotic authority and privileges. Then began an era of oppression and injustice seldom paralleled in history, which led to resentment and revolt culminating in the war of 1898, too well known to need further comment. Since independence the

growth of Cuban commerce shows clearly the revival of economic life and prosperity. A greater variety of products as well as a development of communication and shipping facilities and the introduction of foreign capital is increasing the wealth of the island republic.

The island is 730 miles long, 90 miles wide at the eastern end, and not more than 20 in the west. The coast line measures about 2000 miles, dotted with more than 1300 coral or mangrove islands, which are obstacles to navigation, yet the ports are numerous and excellent. The eastern end is mountainous (the *Pico del Turquino* rising abruptly from the sea to a height of 8600 feet), and is rich in minerals but little exploited. The middle portion consists of broad, undulating, well-watered plains, while the western section becomes hilly again and has altitudes of 2000 feet.

The tropical conditions of Cuba are modified by its insular situation; there is ample rainfall, considerable humidity, continuous trade winds. The wet season is from May to October, when showers occur daily from 10 A. M. to sunset, but the nights are clear; August is the hottest month. The winter is mild, clear, and equable; January is the coldest month. The mean temperatures are from 71° F. to

82° F. with a maximum of 100° F. and a minimum of 50° F.

Cuba is divided into six provinces, the westernmost, *Pinar del Rio*, producing the famous tobacco; *Havana* and *Matanzas* raising the most sugar; *Santa Clara* sugar, tobacco, and coffee; *Puerto Principe* cattle and truck gardening, and *Santiago* coffee and minerals. There are nine chief ports on the north coast and six on the south, and but few towns of any size in the interior. Cuba is so well advertised and supplied with guides that more detailed information is unnecessary here, but some mention of the railroad systems is as follows:

(1) *United Railways* from Havana through *Matanzas* to *Santa Clara*, 184 miles, with branches to *Cárdenas* and *Sagua* on the north, to *Batabano* and *Cienfuegos* on the south. (Other minor branches.)

(2) The *Cuba Railroad*, connecting at *Santa Clara* with the *United Railways*, runs east to *Santiago*, 360 miles. Through trains leave Havana every night, reaching Santiago the following evening; leave Santiago every morning to arrive at Havana the following morning. Observation cars are attached to day trains. This has a branch to *Antilla*, a new port on the north, founded by *Sir William Van Horn*.

(3) The *Western Railway*, from Havana to *Pinar del Rio*, 109 miles through the tobacco district of *Vuelta Abajo*. The Cuban Agricultural Experiment station is twelve miles from Havana.

HAVANA, capital. Population, 236,000. 1226 miles from New York: 96 miles from Key West. The first capital of Cuba was *Baracoa* (1512), the second *Santiago*

(1518). In 1582 the seat of government was transferred to Havana on which was later bestowed the title of "Key of the New World," and "Bulwark of the West Indies." At the entrance to the harbor are the *Morro* castle (Morro in Spanish means snout) and Cabañas Fortress, with La Punta Barracks and the Malecon Promenade on the opposite shore. Wreck of the U. S. S. "Maine" prominent in the harbor. On all sides busy wharves, docks, customs and storage houses, upon slightly rising ground which, illuminated at night, looks like the circle of an amphitheater. *Visit* the cathedral (from which the bones of Columbus were removed to Spain after the war of 1898); the governor's palace on the Plaza de Armas; the shopping streets, Obispo and O'Reilly; market; parks and promenades, and the suburbs of *Vedado*, *Jesus del Monte*, and *Marianao*, where General Fitzhugh Lee resided, with bathing beach and yacht club; and the Toledo sugar plantation. *Regla* is the railroad terminal and shipping point across the harbor. Havana is to-day one of the cleanest cities in the world, having excellent water supply and all electric improvements, a university and modern school system, fine hotels, and is unsurpassed as a winter resort.

MATANZAS. Population, 40,000. 54 miles from Havana by rail. Harbor on a bay five miles long, protected by a coral reef. Town is on a hill-slope crowned by the church of Monserrate and is intersected by two rivers, the Yumuri and the San Juan. Central Plaza (music twice a week) surrounded by principal buildings. Beautiful villas and residences in suburbs of *Versalles* and *Pueblo Nuevo*. Excursions to caves of *Bellamar* (admission, one dollar), and to the *Valley of Yumuri*. Try a *volante* (Cuban carriage).

CÁRDENAS. Population, 25,000. 30 miles east of Matanzas. Founded, 1839. Many American settlers. *Asphalt* deposits and sugar plantations.

NUEVITAS. Population, 12,000. Picturesque harbor, and growing trade with the United States. Port for interior town of Camaguey.

CAMAGUEY, also called *Puerto Principe*. Population, 60,000. 343 miles from Havana by rail. Camaguey is the capital of the province of the same name, founded, 1515; it was removed inland for fear of pirates. The short railroad from Nuevitas is the oldest in Cuba. Town is ancient and quaint in appearance, but has been transformed into a winter resort by *Sir William Van Horn* who has converted the old cavalry barracks into the finest hotel on the island. Center of cattle-raising district.

SANTIAGO. Population, 45,000. 540 miles from Havana by rail. Reached also by steamers from Havana, Batabano, and Cienfuegos, as well as from New York and New Orleans. *Morro* castle at entrance to harbor where it is only 180 feet wide; here *Hobson* sank the "Merrimac." Inner bay six miles long and three miles wide. Town built on steep hillsides. Coloring in architecture and in nature brilliant and unusual. *See* central plaza surrounded by principal buildings, cathedral, Filarmonia Theater, shopping streets, Marina and St. Tomas; outside the town, Santiago school (built by *General Wood* and *Mr. H. L. Higginson*). *San Juan Hill*, the surrender tree, *El Caney*, etc. Iron and copper region.

CIENFUEGOS. Population, 30,000. 195 miles from Havana by rail. Six miles from the sea on a roomy harbor. Founded, 1819, by a Louisiana planter, is modern in character and one of the most enterprising towns in Cuba. Near by are the Terry and other sugar plantations. The *Cuban Central Railway* serves the whole of *Santa Clara Province* across to *Sagua* on the north coast, and at Cienfuegos has the finest pier on the island where ships of ocean draught lie at the wharves.

BATABANO. Population, 7000. On south coast, 25 miles from Havana. (Sometimes called *Surgidero.*) Terminus of railway from Havana, and starting point of steamers for Isle of Pines (twice a week), and of a coasting-line for Santiago. Sponge fishing one of chief industries.

ISLE OF PINES.

Area, 1214 square miles. Population, 3500. 600 miles to Mobile.

Situated 38 miles south of the coast of Cuba with which it is connected by cable and boats. Principal towns are *Nueva Gerona* and *Santa Fé* in the northern part which is hilly and healthful; the southern part of the island is lower and swampy. The climate is delightful. There are many American settlers and the hope has been entertained that the island would be declared a United States possession, but all claim thereto has been relinquished to Cuba by a late treaty. It will become in time, however, a thoroughly populous and popular American settlement. It has direct steamer communication with *Mobile*, Alabama.

ISLAND OF SANTO DOMINGO

This was the *Hispaniola* of Columbus, the first vision of hope fulfilled after the perilous voyage over unknown seas, though it did not prove to be the India of his quest. It was the first land in the new world to be colonized, the worst governed, the most troublous, and the earliest lost to Spain. It was invaded on the west by the French about 1530, and that part was ceded by Spain to France in 1697. The eastern part was ceded to France in 1785. The boundary between what are now the two independent governments — the Dominican Republic and Haiti — runs in a zigzag line from the Bay of Mancenillo on the north to Cape Rojo on the south, following a line of mountains with eight or more high peaks like sentry towers. The island is a huge mountainous mass, much of it inaccessible and little of it well explored. The highest peak is *Loma Tina* (9420 feet), northwest of the city of Santo Domingo. The two divisions are notably different in vegetation and climate, owing to varying winds and rainfall, but both are well-watered by numerous streams. The heat at Port au Prince is probably greater than at any other place in the West Indies, especially from April

to October, the *rainy season.* There are some places on the island where it never rains at all. It is about 400 miles across the island from east to west, and 160 from north to south. The east coast is indented by the great *Bay of Samaná,* which, during the administration of General Grant, was under consideration for purchase by the United States, and the west coast by the *Gulf of Gonaive,* in which lies the island of that name, 44 miles long.

THE DOMINICAN REPUBLIC

Area, 18,045 square miles. About the size of New Hampshire and Vermont. Population, 610,000; 38 per square mile. Railway mileage, 150.

This part of the island, after having been ceded by Spain to France in 1785, returned to Spanish control from the downfall of Napoleon to 1822, when it united with Haiti. Owing to Haitian aggressions, however, it asserted independence in 1843 to 1861, when for a second time it claimed Spanish protection. Since 1865 it has been an independent republic. In 1907 a convention was signed between the United States and the Dominican Republic for the purpose of securing peace and development to the latter by intrusting the administration of customs to United States officials, thus cutting off pecuniary inducements to revolution, and the contracting of unnecessary debts with foreign nations. The revenue is devoted to public works, such as improvement of ports, construction of railroads, building of bridges, irrigation plants, sanitation of cities, etc. Travel and transportation are at present by mule over difficult roads; except for some private tracks, there are but two railways, though others are building or projected.

The laws are very liberal to foreigners; American capital to a considerable amount is already invested and great interest is aroused in that direction. In the southwest and the interior the rainy season is from April to November, while in the extreme east it begins and ends a month later. It is hot and humid on the low lands, but among the mountains cold enough for frost. The republic is divided into twelve governmental departments, the interior ones being almost uninhabited.

SANTO DOMINGO, capital. Population, 20,000. 1535 miles from New York. Founded, 1496, as *Isabela*, by the brother of *Columbus*. The inner walled city covers about 200 acres, but the newer town is spreading beyond. Its cathedral was founded in 1514; within it is a fine modern monument commemorating the sepulchre of Columbus. Until the cession of this part of the island to the French in 1785 the bones of the discoverer rested here, but were then removed by the Spaniards to Havana. Since that time other remains have been discovered in this cathedral, which it is claimed with considerable show of justice are those of the great Admiral. There is a handsome bronze statue of *Columbus* in this city, a new congressional palace, and other improvements. The port has no superior for safe and commodious anchorage, although a bar obstructs the entrance.

The republic has six open ports besides the capital. *Azua*, the most important on the south, 83 miles west of San Domingo; rains scarce but wells and streams abundant. *Barahona*, 150 miles west of the capital, coffee the best on the island; fine cabinet and dye-woods. *Samaná City* on the bay of the same name, 75 miles north of the capital, and on the northwest section of this bay.

SANCHEZ. Population, 3000. 1355 miles from New York. Terminus of the railroad to *La Vega* (82½ miles), with branch to *San Francisco Macoris* (9 miles).

PUERTO PLATA. Population, 17,500. 1255 miles from New York. Good anchorage and extensive trade in tobacco. Railroad to *Santiago de los Caballeros*, the most important interior town (42 miles), distant from the capital 160 miles, which is to the southeast.

SANTIAGO is in the center of the finest agricultural region of the republic. Population 12,000; altitude 2000 feet. It is one of the oldest cities of the new world; it has been attacked by French buccaneers, burned by fires, shaken by earthquakes, and destroyed by revolutions. Its plaza, in which a market is held, is surrounded by modern buildings. Large tobacco trade, mostly in hands of Germans.

HAITI

Area, 10,204 square miles. Size of Vermont. Population, 1,400,000; 137 per square mile. Railway mileage, 50.

The western portion of the island, while under Spanish and French rule, was, of course, a white colony, rapacious, rich, and luxurious, served by an African slave population driven to work but otherwise left to practice the primitive and savage customs of their native land. Many of these, with the mulattoes, who became in time numerically important and were gifted with superior intelligence, were carried by the French commanders, *d'Estaing* and *Rochambeau*, to serve in the American war of independence. When fired by the news of the French revolution they spread a determination for freedom throughout the island. The whole black population responded and fought till all the whites were murdered or driven from Haiti, and the higher class mulattoes were sold as slaves to the Spaniards of the eastern section of Santo Domingo. Among these blacks, however, arose a master spirit, *Toussaint Louverture*, who, but for the treachery of France, might have subdued the savagery of his people and brought them forward on the road to civilization. He was succeeded by *Dessaline* "The Emperor"

and by *Christophe* the tyrant who built the palace of *Sans Souci.* Independence of France was proclaimed in 1804 and has not since been contested, although not till 1862 did the United States recognize it. Education has always been generously encouraged, and many of the wealthy send their children to France and speak excellent French. Religious freedom has always been guaranteed. The Roman Catholic Church, in 1869, undertook missions here and several Protestant denominations have feeble settlements. But the people are either devoted to Freemasonry or practice a secret "Voodooism," hard to understand or influence.

Coffee is the measure of the prosperity of the republic (mostly shipped to France and Belgium). Logwood, mahogany, and sandalwood, cotton and cacao are abundant, but native indolence has delayed agricultural and commercial possibilities. Negroes from the United States have several times been invited to immigrate, but the experiments have not been so successful as have those from Jamaica. The present government, while showing tendencies toward a military despotism, yet contains principles of a liberal character; the laws and forms of procedure are based on those of France. The republic is financially prosperous and has no quar-

rels with foreign nations. It is divided into five departments and has eleven ports of entry, visited by more lines of steamships than any other island in the West Indies. Interior communication is difficult, though railroads and improved post roads are projected. The country is mountainous though not so high as to reach the frost line.

The rainy season is from April to October, but in the interior the rains run into the winter months. Contrary to conditions in the Dominican Republic, there are many populous towns in the interior; for example, *Léogane* (population, 30,000), *Mirebalis* (25,000), *Gros Morne* (22,000), etc.

PORT AU PRINCE, capital. Population, 60,000. 1367 miles from New York. At the head (eastern end) of Gulf of Gonaïve; volume of business as great at that of any port of its size in the world. Not attractive in appearance; dilapidated wharves, ill-paved and unlighted streets. National palace and most other structures of wood. Fires frequent; earthquakes not unknown. Hottest place in the West Indies, but not unhealthy; good water supply. Pleasant resorts on the mountain side at elevations from 5000 to 6000 feet, as at the old French town of *Petionville* (15,000). Railroad from capital to *Lake Assiel*, 28 miles.

CAPE HAITIEN, or "The Cape." Population, 30,000. 1288 miles from New York. A picturesque town on the northern coast, second in size in the republic. In French times called "Little Paris." Center of prosperous district and increasing business interests. Heat

modified by trade winds. Nine miles south into the interior is the town *Milot*, in the vicinity of which are the imposing ruins of the palace of *Sans Souci*, and citadel of *La Ferriere*, built by Christophe at an elevation of 5000 feet, and destroyed by an earthquake. Railroad to *Grande Riviere*, 15 miles.

PORT DE PAIX. Population, 10,000. Good harbor backed by a rich country. *Ile de la Tortue* opposite the fort, first point occupied by the French, 1530; famous for its mahogany. Railroad from this port through the valley of Trois-Rivieres to *Gros Morne*, thence through the great central plain to the River Artibonite.

MOLE ST. NICHOLAS. Population, 12,000. Columbus landed here but it was not settled till 1764. In spite of its superb harbor, which has been called the "Gibraltar of the new world," immense sums of money have been spent on its forts and walls, although they are now in ruins.

AUX CAYES. Population, 25,000. On the Caribbean side of the lower arm surrounding the Gulf. Once most populous and thriving town. Harbor improvements under way.

JEREMIE. Population, 35,000. A little town inside the Gulf, noted as the birthplace of *Alexandre Dumas* the Elder. Exports excellent cacao.

THE WEST INDIES, THE GUIANAS, AND BRITISH HONDURAS

The West Indies, now divided among various dominant nations or exercising a degree of independence, have a claim to be considered under the general title of Latin America, since they were discovered by Columbus and his successors and belonged collectively to the Spanish crown for a hundred years or more. The first *landfall* of Columbus was at *Watling's Island* in the Bahamas, now belonging to Great Britain; a monument was raised there to commemorate the fact during the Columbian year of 1892 when everything connected with the great discoverer's first voyage was investigated, written up, and photographed. The results are preserved in the *Columbus Memorial Library* of the *International Bureau of the American Republics*, Washington. Historical facts relating to the several islands or groups of islands will be mentioned in the proper place, but information is easily obtained, and the steamship companies supply instructive folders describing the islands and ports touched in their routes. Winter is the best season to visit the so-called American Mediterranean. In summer all have

to bear the brunt of the cyclonic storms or hurricanes.

The West Indies may be grouped as follows:

Greater Antilles: Cuba,
San Domingo: Dominican Republic and Haiti,
Porto Rico,
Jamaica (*see* British possessions).

British:
Bermudas.

Lesser Antilles: Bahamas,
Caribbees: Leeward Islands and Windward Islands,
Barbadoes,
Trinidad,
Tobago.

French:
Guadeloupe,
Martinique, etc.

Danish:
St. Thomas,
St. Croix,
St. John.

Dutch:
Curaçao, etc.

Foreign possessions also are the Guianas and British Honduras.

PORTO RICO

Area, 3435 square miles. One-twelfth the size of Cuba. Population, 1,025,000; 300 to the square mile. Railway mileage, 200.

Fourth and least in size of the Greater Antilles, Puerto Rico was discovered in 1493 and first colonized by *Ponce de Leon*, 1509. It was a crown colony of Spain and, under the modern Spanish constitution, enjoyed equal rights with the people of the peninsula. It was therefore fairly loyal and contented until by the chance of war it came into the possession of the United States, 1898. It is a purely agricultural colony, formerly devoted exclusively to coffee. Americans have increased the sugar product by developing the neglected lowlands and by modern methods; corn also is now grown in sufficient quantities for export, and rice, tobacco, and fruits are increasing in production and quality.

The interior is mountainous (highest peak, 3680 feet), well wooded and well watered, and hardly a point on the island is thirty miles from tide-water. There are few good harbors on its coast line of 360 miles. The railroads will soon encircle the island, and there are 511 miles of

first class macadam roads, two highways crossing the highland from north to south. Nine steamship lines visit Porto Rico from the United States and Europe. The rainy season is from April to November. The climate is warm, but it is said to be more equable and healthful than any other in the West Indies. The best time to visit is from January to May.

SAN JUAN, capital. Population, 35,000. 1428 miles from New York. Old town on an island connected with the mainland by bridges. Has the usual *Morro* castle on a rocky point toward the sea. Inner harbor a broad and beautiful bay on which the United States government is expending $750,000. Interesting fortifications, parade grounds, and house of *Ponce de Leon* where his ashes are preserved. Streets wider than in Havana and well shaded; plaza, cathedral, university, modern graded schools, electricity, trolleys, etc. Railway terminus.

PONCE. Population, 30,000. 1539 miles from New Orleans. Situated on the south coast, 90 miles by fine Military Road across the island from the capital. It lies two miles from its port of *Playa*, which is spacious and deep, but not well protected by nature. Fine residences and gardens and outlying plantations.

MAYAGUEZ. Population, 20,000. 118 miles from San Juan by rail. Third city in commercial importance, lies on the west coast at the foot of a well cultivated valley, connected by rail with other parts of the island and by steamer with New York.

CULEBRA,
VIEQUES, also called *Islas de Pasaje*, small islands lying thirteen miles east of Porto Rico. Culebra has but a few hundred population; it possesses a fine harbor, and is a United States naval base. Vieques is larger and has a population of 6000, devoted to sugar growing.

BRITISH POSSESSIONS

JAMAICA

Area, 4207 square miles. Half the size of New Jersey. Population, 850,260.

Name derived from the Indian word *Xaymaca* (X = sh), meaning island of fountains. Superb Blue Mountain ridge of the eastern portion, highest peak 7860 feet, declines toward the plains around Kingston and the west. The vegetation of the island is famous, as is also the scenery. Discovered 1494, and captured by the English fleet sent out by Cromwell in 1655, by which time all the natives had disappeared; the Spaniards migrated to Cuba and English colonization began, since when it has remained loyal to the British crown. These early colonists took considerable interest in the buccaneering sports of the age, and *Port Royal* was the headquarters of *Morgan the Corsair*, 1660. Slavery was abolished in 1833, the owners being liberally remunerated, but it resulted in the ruin

of the plantations, as the landlords became afflicted with absenteeism and the free negroes abjured farm labor and segregated themselves in small villages that are hardly more than market places. Jamaica has passed through the disasters resulting from dependence on a single crop (sugar) and is now diversifying and increasing her products. The sugar is now chiefly made into the *rum* which makes Jamaica famous. Fruits, especially oranges since the great frost in Florida, 1895–1896, and bananas, ginger, tobacco, and Peruvian bark are successful. The island has fine roads and bridges, and there is a railway eastward from Kingston to Port Antonio, and westward to Montego. A good steamer circumnavigates the island once a week. Kingston is one of the centers for communication with all ports of the West Indies and the Caribbean Sea, and the traveller may change here from New York or European steamers to almost any of the local places he may wish to visit.

KINGSTON, capital. Population, 50,000. 1475 miles from New York. Hot and unattractive, faces an extensive harbor to the south. Naval station of *Port Royal*, most important British stronghold in West Indies except St. Lucia. Destroyed by earthquake in 1863, as was Kingston in 1907. City is clean and well lighted. *Newcastle* barracks on eminence 1000 feet above, where are many English villas

and gardens and the residence of the governor. Westward, 15 miles, is *Spanish Town*, once the capital, with ornate public buildings, and Mandeville, a beautiful mountain resort. Constant Spring is also a favorite resort.

PORT ANTONIO, chief town on the north coast, harbor with narrow entrance, beautiful vegetation on mountainside, a fine modern hotel and villas. Many beautiful drives, one to *Bath* on east coast. Connected by rail with Kingston and with New York direct.

Dependencies of Jamaica: *Turk's Island*, famous for its salt, sponges, and pink pearls; *Caicos Islands*, turtles and seabirds' eggs; and *Caymans*, dye-woods, phosphates, and fruits, has a wonderful cave extending under the sea, but no good harbors.

BERMUDAS

Area, 20 square miles. 667 miles from New York; 580 miles east of coast of North Carolina.

These islands were discovered in 1515 by *Juan Bermudez* and rediscovered in 1609 by *Sir George Summers*, whence they were sometimes called the *Summer Islands*, but Ben Jonson called them the Bermudas, and Shakespeare "the still vexed *Bermoothes*." They were settled by order of James I in 1612, and were made a coaling and naval station in 1809. There are 360 islets, some so close as to be connected by bridges. They are of coral formation, some have elevations of 260 feet, covered with rich

vegetation and much juniper used for lead pencils. There is no fresh water but rain water, yet the precipitation is sufficient for raising early vegetables and Easter lilies for the New York market. Four thousand acres out of twelve thousand are cultivated. The climate is mild and equable with a mean temperature of 70° F. Capital, *Hamilton* (population, 2250), strong British garrison and important naval base. Huge iron dry dock; cable to Halifax, Turk's, and Jamaica. A favorite winter resort.

BAHAMAS

Seven hundred islands and innumerable rocky islets, stretching between Florida and San Domingo for 780 miles; they are wind-blown piles of sand and shell, the shallow waters round about so beautiful with sea-growths as to be called sea-gardens. Only 31 islands are inhabited; some were settled by Tories and Royalists who fled from the mainland at the time of the American Revolution. *Watling's Island* was *Columbus'* first landfall; *Andros*, *Great Abaco*, and *Harbor Islands*, are the most thickly populated, but the seat of government is at

NASSAU, New Providence Island. Population, 12,500. 940 miles from New York. Reached also in winter by boats from *Miami*, Florida (185 miles). Favorite winter resort for English and Americans; clean, attractive, with good hotels. Pleasant sports of all kinds. Cable communications with Florida, Bermudas, and Halifax.

CARIBBEES

Windward and Leeward Islands. These form a continuous group stretching in a semi-circle from the eastern end of Porto Rico to Trinidad. Those nearest to Porto Rico were sighted by Columbus in 1494, and the long procession of white reefs suggested the legend of the eleven thousand British maidens martyred with St. Ursula at Cologne. Hence he named them the *Virgin Islands.* They now belong to Great Britain with the exception of three which will be mentioned as Danish possessions. The next group includes *Antigua, St. Kitt's, Nevis* (birthplace of Alexander Hamilton), *Barbuda, Montserrat,* and *Dominica,* followed by the French group to be mentioned in due place. All these are mountainous and exposed to the full fury of cyclonic storms. These are known as the Leeward Islands, and are divided into five presidencies, the seat of government being at *St. John* on the island of Antigua (population

9262). Other towns in the Leewards are *Roseau*, on Dominica, *Basse Terre*, on St. Kitt's, and *Charlestown*, on Nevis. Most of the islands are connected by cable. The Windward Islands comprise *St. Lucia*, *St. Vincent*, and *Grenada*. *St. Lucia* (area 233 square miles, population 52,682), chief town *Castries*, largest British coaling station in West Indies, and has a strong citadel on a landlocked harbor. In these waters the British fleet annihilated the French in 1782 and established British supremacy in the West Indies. St. Lucia is 24 miles from Martinique and 21 miles from *St. Vincent*, which has a population of 50,000, 95 per cent being colored. There were formerly many *Carib* Indians who became so troublesome that in 1796 they were deported to the *Bay Islands* of Honduras. The chief town is *Kingston*. *Grenada* consists of hundreds of reefs, rocks, and islets, locally called the Grenadines, extending from St. Vincent for a distance of 60 miles. The largest island (Grenada) is a mass of wooded cones supporting a lake 3200 feet above the sea. The chief town, *St. George*, is the seat of government for the Windward group, and has a common court of appeals, but each island has its own institutions and separate laws and tariff.

Barbados. — Area, 166 square miles; popu-

lation, 200,000; 1825 miles from New York. One of the most densely peopled spots on earth. The people are mostly negroes with a large proportion of coolie (East Indian) labor. Chief city and capital is *Bridgetown*, a busy trading center. This is a port of call for many transatlantic and South American vessels, and *here the passenger can find steamers cruising around the West India Islands and to most ports in the Caribbean Sea.* It has a delicious climate, is a favorite resort for North and South Americans, and is the only place outside the United States ever visited by George Washington.

Trinidad. — Area, 1754 square miles; larger than Rhode Island. Distance from New York, 1945 miles; population, 290,000; 85 miles of railway. Lies immediately north of the mouth of the Orinoco. The general surface is level or undulating, though on the north coast there is an elevation of 3100 feet. *Columbus*, who named it from three peaks he noticed, Cortez, and Sir Walter Raleigh, all visited the island. On the southwest coast is the famous *asphalt* lake, 90 acres in extent, with the port of *La Brea.* Capital is *Port of Spain* on a fine harbor facing Venezuela. The government house is surrounded by the famous Botanic Gardens, situated six miles

from the port with which it is connected by street-cars, and at an altitude of 400 feet.

Tobago, properly Tabaco, twenty miles from Trinidad, much resembles that and Barbados in geological formation. It was politically united to Trinidad in 1899. Said to be the island of Robinson Crusoe. Chief town, *Scarborough*.

FRENCH POSSESSIONS

Guadeloupe and *Martinique*, with the lesser islands of *Deseada*, *Marie Galante*, *St. Bart's*, and half of *St. Martin*, occupy a commanding and central position in the West Indies. The decline in economic conditions, due to the abolition of slave labor, has not been entirely relieved by the introduction of coolies, but the single crop system is now augmented by tobacco and fruits, and people look hopeful and thrifty. *Guadeloupe*, with an area of 1160 square miles, has a population of 190,000, and is rated as a department of France, and has therefore a representative in the French House of Deputies. (This is the case also with Martinique, these two forming the only portion of the foreign West Indies not being governed as territorial possessions.) The capital is *Pointe à Pitre* on a fine harbor. *Martinique*, area, 380 square miles,

population, 203,780, is, like its neighbor, completely mountainous and volcanic, culminating in *Mont Pelée*, of recent dreadful activity. The vegetation is prodigious, the animal life vigorous; the only good harbor is at Fort de France, which is a French garrison and naval station. The Empress Josephine was born here. Visited by French, British, and German steamship lines. Interior connection over fine coach roads. The other islands are dependencies; St. Bart's was acquired from Sweden in 1887. One half of St. Martin's is Dutch.

DANISH POSSESSIONS

St. Thomas, formerly the commercial metropolis of the West Indies, now ranks after Barbadoes and Trinidad. Its prosperity declined after the abolition of slavery in 1848. *St. John's* is within gunshot, and *St. Croix* is due south (near Porto Rico), the largest island but not the most important. The trade with Denmark is small, being mostly with the United States, and English is the language spoken. The seat of government is at *Charlotte Amalia*, more commonly known as St. Thomas, built upon hillsides with picturesque and many colored architecture. The harbor is a circular

basin with floating dock and coaling station, visited by many lines of steamers.

DUTCH POSSESSIONS

Curaçao. — Area, 210 square miles; 1770 miles from New York, 50 miles from the coast of Venezuela, although it is an all-night's run to La Guayra. Population, 30,000. Some of the inhabitants are farmers, but most of them are engaged in commerce — not to say smuggling. This is a free port and is used as an exchange depot for all the West Indies. All languages spoken. The famous orange-peel liqueur is not made here but in Holland, although it is a favorite beverage in Curaçao. The capital is *Willemstad,* a charming old Dutch town on a fine harbor, residence of the governor of the Dutch West Indies possessions, which further include the small islands of *Saba, St. Eustache, Oruba, Bonaire,* and half of *St. Martin's,* 300 miles away.

THE GUIANAS

Guiana or Guayano is a name in various forms found everywhere in the Orinoco and Amazon

basins. This vast tract came to be called the Island of Guiana, out of which the imagination of Sir Walter Raleigh carved the Kingdom of Guaya. At the breaking up of the Spanish colonial dominions this tract was vaguely divided between Brazil and Venezuela, but piratical expeditions by English, French, and Dutch from Antillean harbors to the mainland resulted in claims by their respective mother-countries to the territories now known as British, Dutch, and French Guiana. The boundaries are gradually becoming demarked, as that between the British portion and Venezuela settled in 1899, and between France and Brazil settled in 1900. The whole region, however, is uniform in physical features, natural history, ethnography, and climate.

British Guiana. — Area, 90,277 square miles; population, 295,000. Includes the settlements of *Demerara*, *Essequibo*, and *Berbice*, named from three rivers. There are over 100,000 East Indian coolies and 4000 Chinese employed in the production of sugar and in gold-mining. There are 94 miles of railway and considerable river and canal navigation. The capital is *Georgetown* (population, 54,000), 2194 miles from New York.

Dutch Guiana, or *Surinam.* — At the Peace

of Breda, 1667, between England and the Netherlands, this region was assured to the Netherlands in exchange for the New Netherlands in North America. It has an area of 46,000 square miles, divided into sixteen districts, with a population of 76,000. *Paramaribo* is the capital (population, 35,000), 2409 miles from New York.

French Guiana, or *Cayenne*. — Area, 30,500 square miles; population, 12,600. There are few settlements in the interior, few roads, and little agriculture, only about 9000 acres being under cultivation. Gold-mining is becoming more important. The capital, *Cayenne* (2624 miles from New York, population, 12,300), on an island at the mouth of Cayenne River, contains a local college, museum, and library, and has a steamer once a month from Martinique. A penal settlement was established here in 1855 and now contains 7000 convicts. *Devil's Island*, the prison of *Captain Dreyfus*, lies off this coast, about thirty miles from the capital. The colony has a deputy in the French Parliament.

BRITISH HONDURAS

Area, 7562 square miles. Size of Connecticut. Population, 35,000.

This territory was ceded to England by Spain in 1760, but the Spaniards have made subsequent raids from Guatemala. The first British inhabitants were castaways, perhaps buccaneers, wrecked on the coast in 1631, but by 1671 *Belize* was a thriving town. This name was once applied to the whole country and was probably derived from *Wallace*, a famous freebooter. The territory has a seaboard of 180 miles with a dozen rivers affording natural highways into the interior. Chief of these is the Belize, rising in Guatemala, 150 miles from the sea with the present capital at its mouth; its breadth at *Orange Walk*, ninety miles from the sea, is 187 feet, while at the haulover or outlet it is 600 feet; it divides the country into two fairly equal parts, the northern a dead level of an unhealthy character, the southern a higher table-land crossed by the *Coxcomb* Mountains (highest peak, *Victoria*, 3700 feet). A railroad is projected from Belize to the Peten province of Guatemala. This colony was subordinate to the government of Jamaica until 1884, when it was made an in-

dependent province. There are four ports of entry, chief of which is

BELIZE. Population, 9200. 827 miles from New Orleans. Seat of the governor. A clean, healthy, wooden town, surrounded by salt marshes. For two hundred years the center of the mahogany trade, but fruit is becoming a great article of production and export. Connection with the interior is by trails or roads, such as the Western, to the Guatemalan frontier, and the Northern, to *Corosal* at the extreme north, and one of the four ports of entry of the province. *Stann Creek*, 33 miles south of Belize, is the third, and *Punta Gorda* the fourth. *St. George's Cay*, an island eight miles from the coast, is a favorite resort.

Public lands are open to purchase and settlement south of the Belize River. Immigration is encouraged and desired. All but about five hundred of the present population are colored.

CHAPTER V

Steamship Routes

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
***LAMPORT & HOLT LINE.**			
301 Produce Exchange, New York.	British and Belgian.	New York. New Orleans.	BRAZIL. URUGUAY. ARGENTINA. (Barbadoes, north bound).
***LLOYD BRAZILEIRO.**			
(Brazilian S. S. Line.) 78–82 Wall St., New York. (Frederick J. West, Inc.)	Brazilian.	New York.	BARBADOES. BRAZIL. URUGUAY. ARGENTINA.
***HAMBURG-AMERICAN LINE.**			
45 Broadway, New York. Atlas Service to Gulf and Caribbean ports; South-American Service to South America.	German.	New York.	BRAZIL. ARGENTINA. BARBADOES. JAMAICA. COLOMBIA. PANAMA (Colon). COSTA RICA. NICARAGUA. HAITI. VENEZUELA.
***ROYAL MAIL STEAM PACKET CO.**			
Sanderson & Son, 22 State St., New York. (R. M. S. P. also, *Mala Real.*)	British.	New York.	COLOMBIA. PANAMA (Colon). WEST INDIAN and CARIBBEAN PORTS. N. B. These steamers continue on to Southampton where they connect with R. M. S. P. steamers bound for ports in South America.

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
PRINCE LINE (Lim.). Paul Gerhard & Co., 361 Produce Exchange, New York.	British.	New York. New Orleans occasionally.	BRAZIL. URUGUAY. ARGENTINA.
BARBER & CO. (Incorp.). Produce Exchange, New York.	Foreign.	New York. Baltimore.	URUGUAY. ARGENTINA.
NORTON LINE S. S. Norton & Son, Gen'l Agents, Produce Exchange, New York.	British.	New York. Other ports occasionally for freight; on return voyage call at Boston, Philadelphia, and Baltimore.	URUGUAY. ARGENTINA.
THE TWEEDIE TRADING CO. 97 Broad St., New York.	Foreign.	New York. Occasionally Fernandina and Gulf ports.	BRAZIL. URUGUAY. ARGENTINA.
AMERICAN RIO PLATA LINE. Howard Howlder and Partners, 24 State St., New York.	British.	New York. Loads also at Baltimore and Savannah.	URUGUAY. ARGENTINA.
HOUSTON LINE. 111 Produce Exchange, New York.	British.	New York.	BRAZIL. ARGENTINA.
WEST INDIA STEAMSHIP CO. 302 Produce Exchange, New York.	British and foreign.	New York.	Accepts freight for all ports in Atlantic, Gulf, and Caribbean waters.

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
***THE BOOTH STEAMSHIP CO.**			
Booth & Co., 88 Gold St., New York.	British.	New York.	BRAZIL (North). PERU (Iquitos). WEST INDIES (Barbadoes).
***PANAMA R. R. STEAMSHIP LINE.**			
24 State St., New York.	American.	New York.	PANAMA (Colon).
***COMPAÑIA TRANSATLANTICA.**			
Emilio Tomasi, Pier 10, East River, New York.	Spanish.	New York.	CUBA (Havana). MEXICO (Vera Cruz).
***MUNSON STEAMSHIP LINE.**			
82-92 Beaver St., New York.	Cuban.	New York.	CUBA.
***WARD LINE** now **NEW YORK AND CUBAN MAIL STEAMSHIP CO.**			
Pier 14, East River, New York.	American.	New York.	CUBA. MEXICO. NASSAU.
***PENINSULA AND OCCIDENTAL STEAMSHIP CO.**			
Jacksonville, Fla., also 71 Broadway, New York.	American.	Port Tampa and Key West, Fla., Knights' Key, Fla.	CUBA.
***THE NEW YORK AND PORTO RICO STEAMSHIP CO.**			
12 Broadway, New York; 619 Common St., New Orleans, La.	American.	New York, New Orleans.	PORTO RICO.
INSULAR LINE (Incorp.).			
Wm. E. Peck & Co., 116 Broad St., New York; Richard Meyer, New Orleans, La.	American.	New York.	PORTO RICO.

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
***BERMUDA-ATLANTIC STEAMSHIP CO.**			
21–24 State St., New York.		New York.	BERMUDA.
***ROYAL DUTCH WEST INDIA MAIL.**			
17 State St., New York.	Dutch.	New York.	HAITI. VENEZUELA. BR. WEST INDIES. TRINIDAD. DUTCH GUIANA. BARBADOES.
***CLYDE STEAMSHIP CO.**			
(West India Line), 12 Broadway, New York.	British.	New York.	DOMINICAN REPUBLIC.
***QUEBEC STEAMSHIP CO. (Lim.).**			
A. E. Outerbridge & Co., 29 Broadway, New York.	British.	New York.	WEST INDIES: ST. THOMAS, ST. CROIX, ST. KITTS, ANTIGUA, GUADELOUPE, MARTINIQUE, DOMINICA, ST. LUCIA, BARBADOES. BRITISH GUIANA. BERMUDAS.
***NEW YORK AND DEMERARA STEAMSHIP LINE.**			
L. W. & P. Armstrong, 106 Wall St., New York.		New York.	BRITISH GUIANA. FRENCH GUIANA: Cayenne, steamers connect with above for Demerara.
***RED "D" LINE.**			
82 Wall St., New York.	American.	New York.	PORTO RICO. VENEZUELA. CURAÇAO.

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
NEW YORK AND PACIFIC STEAMSHIP CO. (Lim.).			
W. R. Grace & Co., Hanover Square, New York.	British.	New York.	CHILE. PERU. ECUADOR.
THE WEST COAST LINE.			
(operated by Wessel, Duval & Co.), 25 Broad St., New York.	British, usually.	New York, occasionally Norfolk and Philadelphia.	CHILE. PERU.
AMERICAN-HAWAIIAN STEAMSHIP CO.			
Dearborn & Lapham, Gen'l Agents, 10 Bridge St., New York.	American.	New York.	MEXICO (Coatzacoalcos,—Puerto Mexico).
HUBBARD-ZEMURRAY STEAMSHIP CO.			
Mobile, Ala.	Norwegian.	Mobile, Ala.	SPANISH HONDURAS (Puerto Cortez).
***UNITED FRUIT CO.**			
(Main Office, 131 State St., Boston), 17 Battery Place, New York; 321 St. Charles St., New Orleans, La.	American. English. Norwegian.	Boston, New York, New Orleans, Mobile, Baltimore, Philadelphia, Charleston.	COSTA RICA (Limon). PANAMA (Colon, Bocas del Toro). GUATEMALA (Puerto Barrios, Livingston). COLOMBIA (Santa Maria). HONDURAS (Puerto Cortez). BR. HONDURAS (Belize). JAMAICA (Kingston, Port Antonio).

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
***ISLE OF PINES TRANSPORTATION & SUPPLY CO.**			
(Isle Line).		Mobile.	ISLE OF PINES (Cuba).
***ATLANTIC AND MEXICAN GULF STEAMSHIP CO.**			
82–92 Beaver St., New York City; also James Gibboney & Co., Mobile, Ala.; W. J. Hammond Co., Ltd., New Orleans, La.	Foreign.	Mobile. New Orleans.	MEXICO: (Progreso, Yucatan).
MARKLEY MILLER & CO.			
Mobile, Ala.		Mobile.	MEXICO (Frontera, Tabasco, Laguna, Campeche).
ORR, LAUBENHEIMER CO.			
J. B. Dartch, Mobile, Ala.		Mobile.	BR. HONDURAS (Belize). GUATEMALA.
CENTRAL AMERICAN STEAMSHIP CO.			
	Norwegian.	New Orleans. Mobile.	HONDURAS.
***THE BLUEFIELDS STEAMSHIP CO. (Lim.).**			
	Norwegian.	New Orleans.	NICARAGUA.
***SOUTHERN PACIFIC CO.**			
Atlantic Steamship Lines (Morgan Line).	American.	New Orleans.	CUBA (Havana).
***MEXICAN-AMERICAN STEAMSHIP CO.**			
J. H. McFarlane, Manager, Room 400, Perrin Building, New Orleans, La.	Norwegian.	New Orleans. Galveston (*via* Port Arthur, Tex.).	MEXICO (Vera Cruz, Tampico).

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
COMMERCIAL UNION NAVIGATION CO.			
Galveston, Tex.	Norwegian.	Galveston.	CUBA (Havana).
UNITED STEAMSHIP CO.			
Mosle & Co., Galveston, Tex.		Galveston.	CUBA.
***WOLVIN LINE TEXAS CITY-MEXICO STEAMSHIP CO.**			
		Texas City, Tex.	MEXICO (Vera Cruz, Coatzacoalcos, Progreso).
***PACIFIC MAIL STEAMSHIP CO.**			
Home Office, New York; Gen'l Offices, 384 Flood Building, San Francisco, Cal.	American.	San Francisco.	PACIFIC PORTS: Mexico, Guatemala Salvador, Honduras, Nicaragua, Costa Rica, Panama.
KOSMOS LINE.			
Lendal M. Gray, Manager, Union St. Wharf No. 2 (Pier 19), San Francisco, Cal.	German.	San Francisco. Seattle, Tacoma, and Puget Sound ports, and occasionally San Diego.	PACIFIC PORTS: Mexico, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Ecuador, Peru, Chile. Uruguay: (Montevideo).
***JEBSEN LINE.**			
Baily Building, Seattle, Wash.		Vancouver and Seattle.	All ports south to Panama.

S.S. Lines.	*Flag.*	*Port of departure.*	*Destination.*
***PACIFIC STEAM NAVIGATION CO.**			
Compañia Sud America de Vapores, Panama; United States Office, No. 9 Broadway, New York.	British. Chilean.	Panama.	PACIFIC PORTS: Colombia, Ecuador, Peru, Chile, Uruguay.
***PERUVIAN STEAMSHIP CO.**			
Callao, Peru, and Panama.	Peru.	Panama.	Fast steamers from Peruvian and Ecuadorian ports to Panama.

* Lines marked by a star [*] have special provision for first-class passengers.

Time Bell on Board Ship.

The day at sea commences at noon, and not at midnight as on shore.

THE SAME BELLS ARE FOR A.M. AS FOR P.M.

1 Bell	12.30	4.30	8.30
2 Bells,	1.00	5.00	9.00
3 "	1.30	5.30	9.30
4 "	2.00	6.00	10.00
5 "	2.30	6.30	10.30
6 "	3.00	7.00	11.00
7 "	3.30	7.30	11.30
8 "	4.00	8.00	12.00

PORTS, DAYS OF TRAVEL, PRICES, AND HOTELS.

"Days" indicate the average time en route. "Price" is the minimum cost of first-class passage. In all the large cities there are other "hotels" besides those suggested.

Ports and Towns.	Days.	Price.	Hotels.
ARGENTINA			
Buenos Aires	22 from N. Y.	$150–250	Royal, Frascati-Splendid, Metropole,
Rosario	25 " " "	160	Frascati, de la Paix.
BOLIVIA no seaport: La Paz, reached from Mollendo (Peru), Antofagasta (Chile), or Buenos Aires (Argentina), which see.	. . . . .	. . . . .	Gran Hotel Guibert, Americano.
BRAZIL			
Rio Janeiro	16 " " "	135	Internacional, Estrangeiros, America, Avenida.
Manaos	18 " " "	100	Coelho.
Pará (Belem)	12 " " "	80	Da Paz.
Bahia (San Salvador) .	16 " " "	135	Oriental, de Paris.
Santos	18 " " "	145	Sportsman.
to San Paulo, 35 miles by rail	. . . . .	. . . . .	Boa Vista, Sportsman.
Rio Grande do Sul . .	24 " " "	160	Do Brazil, do Paris.

CHILE			
Valparaiso	12–14 from Panama	200	Colon.
to Santiago, 80 miles by rail	. . . . .	. . . . .	Oddo, Grand.
Antofagasta	10 " "	175	Eden, Colon, Ingles.
to La Paz (Bolivia), *via* Oruro, 730 miles by rail.			
Punta Arenas	5 from Val. or B. A.	50	Sportsman, Kosmos.
COLOMBIA			
Sabanilla (port of Barranquilla)	10 from N. Y.	50	Central (Barranquilla).
to Bogotá by river and rail, 860 miles	. . . . .	. . . . .	Victoria, America.
Cartagena	11 " " "	50	Cartagena, El Bolivar.
Buenaventura	2 from Panama	32	
ECUADOR			
Guayaquil	4 " "	68	Paris, Guayaquil.
to Quito 290 miles by rail	. . . . .	. . . . .	Internacional, Ecuador.
PARAGUAY			
Asuncion	5 " Buenos Aires	30	Continental.
PERU			
Callao	7 " Panama	125	
to Lima, 10 miles by rail	. . . . .	. . . . .	Maury, Roma.

Ports and Towns.	Days.	Price.	Hotels.
Mollendo	8 from Panama	$150	Ferro-carril or Railway Hotel.
to La Paz (Bolivia), rail *via* Puno, 330 miles, Lake Titicaca, 15 hours and 60 miles rail.			
Iquitos (head of Amazon River)	24 " N. Y.	150	
URUGUAY			
Montevideo	21 " " "	150	Piramides, Lanata, Oriental.
VENEZUELA			
La Guayra	7 " " "	60	Neptune.
to Caracas, 22 miles rail	. . . . .	. . . . .	Venezuela, Gran Hotel.
Maracaibo	9 " " "	75	Andes, Italia.
Puerto Cabello	8 " " "	75	De los Baños.
Ciudad Bolivar (Angostura), 600 miles up the Orinoco	To Trinidad, transship	. . . . .	España.
PANAMA			
Colon	5 from N. Orleans 6 " N. York	50 70	Washington, Astor.
Panama	22–27 from S. Francisco	120	Central, La Marina.
or 47 miles by rail from Colon			

COSTA RICA				
Port Limon	5 from	N. Orleans	50	
to San José, 103 miles rail, or 67 miles from Puntarenas	25 "	S. Francisco	120	Internacional, Imperial, Magri.
GUATEMALA				
Puerto Barrios	4 "	N. Orleans	55	Gran Hotel, Chicago.
to Guatemala City, 192 miles rail or by the Central R. R. from San José	17 "	S. Francisco	100	Continental, España, Chicago.
HONDURAS				
Puerto Cortez	5 "	N. Orleans	30	Progreso.
to Tegucigalpa by rail and five days mule, also by mule from Amapala	22 "	S. Francisco	105	Progreso.
BRITISH HONDURAS, Belize	3 "	N. Orleans	25	
	8 "	N. York.	50	
NICARAGUA				
Greytown (San Juan)	4 "	N. Orleans	40	Central.
to Managua *via* San Juan River to Lake Nicaragua, thence by rail 32 miles; or 90 miles to Corinto	23 "	S. Francisco	110	Estrella, Gran Hotel.
SALVADOR				
Acajutla	19 " " "		100	
to San Salvador, 66 miles by rail	. . . . .		. . . . .	Central, Continental.

Ports and Towns.	Days.	Price.	Hotels.
GUIANAS			
British: Georgetown, Demerara	10 from N. Y.	$75	Victoria.
Dutch: Paramaribo	10 " " "	75	
French: Cayenne			
MEXICO			
Vera Cruz	9 " " "	60	Diligencia, Mexico.
Tampico	5 " N. Orleans	40	Hidalgo, Continental.
City of Mexico, 260 or more miles by rail from each, or reached from cities on U. S. frontier or from Manzanillo *via* —			Jardin (see F. H. Smith's description in "White Umbrella in Mexico"), Sanz, Iturbide, etc.
Guadalajara	. . . . .	. . . . .	Palacio, Garcia, Sanitarium.
Puerto Mexico (Coatzacoalcos) for Tehuantepec R. R.	10 " N. York 5 " N. Orleans	. . . . .	Colon.
Progreso	7 " N. Y.	60	America.
Mazatlan	6 " S. Francisco	60	Central, Nacional.
Manzanillo	8 " " "	80	Del Pacifico.
Salina Cruz (Tehuantepec R. R.)	11 " " "	90	

CUBA			
Havana	5 from N. Y.	40	Pasaje, Telegrafo.
Isle of Pines	3 " Mobile		
HAITI			
Port au Prince	6 " N. Y.	60	
DOMINICAN REPUBLIC			
Santo Domingo . . .	8 " " "	60	Ambos Mundos, Français.
PORTO RICO			
San Juan	4 " " "	50	Inglaterra, Colonial.
JAMAICA			
Kingston	5 " " "	40	Grove, South-Camp-Road Hotel.
Port Antonio	4 " N. Y. and Baltimore	40 or 25	Titchfield.
Transship from Jamaica to St. Thomas.			
MARTINIQUE (Fort de France).			
ST. THOMAS (Charlotte Amalia), transship for Windward Islands.			
BERMUDAS (Hamilton) . .	2 " N. Y.	20	Hamilton, Princess.
BAHAMAS (Nassau) . . .	5 " " "	35	Royal Victoria, Sea View.
BARBADOES	8 " " "	40	Marine.
TRINIDAD	9–21 from N. Y.	75	Queen's Park.
CURAÇAO	8 from N. Y.	70	Americano, del Comercio.

VALUES OF FOREIGN COINS.

Country.	Standard.	Monetary unit.	Value in terms of U. S. gold dollar.	Coins.
Argentine Republic .	Gold	Peso	$0.965	Gold: argentine ($4.824) and ½ argentine. Silver: peso and divisions.
Bolivia	Silver	Boliviano	.382	Silver: boliviano and divisions.
Brazil	Gold	Milreis	.546	Gold: 5, 10, and 20 milreis. Silver: ½, 1, and 2 milreis.
Cent. Amer. Republics:				
Costa Rica . . .	Gold	Colon	.465	Gold: 2, 5, 10, and 20 colons ($9.307). Silver: 5, 10, 25, and 50 centimos.
(British Honduras)	Gold	Dollar	1.000	
Guatemala . .	Silver	Peso	.382	Silver: peso and divisions.
Honduras . . .				
Nicaragua . . .				
Salvador . . .				
Chile	Gold	Peso	.365	Gold: escudo ($1.825), doubloon ($3.650), and condor ($7.300). Silver: peso and divisions.

Colombia	Gold	Dollar	1.000	Gold: condor ($9.647) and double-condor. Silver: peso.
Ecuador	Gold	Sucre	.487	Gold: 10 sucres ($4.8665). Silver: sucre and divisions.
Haiti	Gold	Gourde	.965	Gold: 1, 2, 5, and 10 gourdes. Silver: gourde and divisions.
Mexico	Gold	Peso	.498	Gold: 5 and 10 pesos. Silver: dollar * or peso and divisions.
Panama	Gold	Balboa	1.000	Gold: 1, 2½, 5, 10, and 20 balboas. Silver: peso and divisions.
Peru	Gold	Libra	4.866½	Gold: ½ and 1 libra. Silver: sol and divisions.
Uruguay	Gold	Peso	1.034	Gold: peso. Silver: peso and divisions.
Venezuela	Gold	Bolivar	.193	Gold: 5, 10, 20, 50, and 100 bolivars. Silver: 5 bolivars.

NOTE. — The coins of silver standard countries are valued by their pure silver contents, at the average market price of silver.

* Value in Mexico, $0.498.

The values given above need explanation to prevent error in any reckoning the traveller may make in converting foreign money into equivalent values of United States money. First, it must be noted that the sign $ is very generally used in Latin America, but it must not be taken to represent the *dollar*. The correct word for the sign is *peso*, and the *peso* is the unit of value in most of the Latin-American republics, but the *peso* differs in value from one country to another. Hence this note as an interpretation of the table.

Argentina. — The gold *peso* (*peso oro*) has the value given and is the unit of value generally employed in foreign exchange, and in official computations likely to be quoted in international statistics. The commercial *peso*, however, is the silver or paper *peso* (designated as national money, *i. e.*, M/N). This is legal tender. The paper or silver *peso* is usually employed in all common civil transactions. It is this *peso* which the traveller will always be called upon to handle. Its legally established relation is such that $2.27 M/N = $1.00 gold (Argentine), which in United States gold may be estimated at forty-five cents for ready calculation.

Bolivia. — The *boliviano* is now on a gold basis, and the government is rapidly displacing all other tokens of value.

Brazil. — The gold *milreis* is not seen in circulation. Its place is taken by paper money. The paper *milreis* has fluctuated greatly in value, but both government and business are trying to maintain it as closely as possible to an exchange of fifteen pence (15*d.*, English = 30 cents, United States). For ready calculation three *milreis* may be reckoned as a dollar. In commercial reports the gold *milreis* standard is sometimes used and is then so stated, otherwise paper is meant. In any case the sign $ precedes three ciphers to the right, as, 10 *milreis* are written 10$000. A *conto* = 1000$000.

Chile. — Here the gold *peso* is the unit, but the silver or paper *peso* is the current medium of exchange. Its value fluctuates but has recently remained close to twelve-pence or twenty-five cents, United States.

Colombia. — The paper *peso* is here quite distinct from the gold *peso*. Paper is the common currency but a paper *peso* (dollar, erroneously so called) has recently been established

to be equivalent to *one cent gold.* Thus one hundred paper *pesos* = $1.00 gold.

Paraguay. — The paper *peso* is disturbed by fluctuation. Its value may be estimated about nine cents, gold, United States.

Peru. — The *libra* is legally the same as the English sovereign.

Cuba. — Uses United States currency, but Spanish terms and coins may be applied commercially.

Haiti. — The paper *peso* equals about 25 cents.

Dominican Republic. — Uses United States currency and terms, but local *pesos* are still current.

Mexico. — The *peso* is equivalent to fifty cents, United States.

Central American Republics. — The Costa Rica *colon* has its normal value always. The paper *peso* of the other republics fluctuates between 10 and 20 cents gold.

Venezuela. — The term *peso* is equivalent to four bolivares, and a five-bolivar silver coin is called a *peso fuerte.* The traveller must not pay a *peso fuerte* when only a *peso* is asked.

Comparative Tables of Metric and English Systems of Weights and Measures.

Metric into English,

Grams.		Ounces.*
1	=	0.03
2	=	0.07
3	=	0.10
4	=	0.14
5	=	0.17
10	=	0.35
15	=	0.53
25	=	0.88
50	=	1.76
100	=	3.53

English into Metric.

Ounces.*		Grams.
¼	=	7
½	=	14
¾	=	21¼
1	=	28⅓
2	=	57
4	=	113
5	=	142
8	=	227
10	=	283
12	=	340
16 (1 lb.)	=	454

Kilograms.		Pounds.*
1	=	$2\frac{1}{5}$
2	=	$4\frac{2}{5}$
3	=	$6\frac{3}{5}$
4	=	$8\frac{4}{5}$
5	=	11
10	=	22
20	=	44
25	=	55
50	=	$110\frac{1}{4}$
100	=	$220\frac{3}{4}$

Pounds.*		Kilograms.
1	=	0.454
2	=	0.907
5	=	2.270
10	=	4.540
20	=	9.070
25	=	11.340
50	=	22.680
100	=	45.360
112	=	50.800

2240 (ton) = 1016.000
also called *ton(elada)*, Spanish.

Millimeters.		Centimeters.		Inches.
1	=	$\frac{1}{10}$	=	0.0394
2	=	$\frac{1}{5}$	=	0.0788
5	=	$\frac{1}{2}$	=	0.1969
10	=	1	=	0.3937

Centimeters.		Meters.		Inches.
1	=	$\frac{1}{100}$	=	0.39
5	=	$\frac{1}{20}$	=	1.97
10	=	$\frac{1}{10}$	=	3.94
20	=	$\frac{1}{5}$	=	7.87
25	=	$\frac{1}{4}$	=	9.84
50	=	$\frac{1}{2}$	=	19.69
75	=	$\frac{3}{4}$	=	29.53
100	=	1	=	39.37

Inches.		Centimeters.	Millimeters.
$\frac{1}{4}$	=	0.	6.35
$\frac{1}{2}$	=	1.	2.70
$\frac{3}{4}$	=	1.	9.05
1	=	2.	5.40
2	=	5.	0.80
5	=	12.	7.00
10	=	25.	4.00
12	=	30.	5.00

Meters.		Yards.	Feet.	Inches.
1	=	1	0	$3\frac{1}{2}$
5	=	5	1	5
10	=	10	2	10
20	=	21	2	7
25	=	27	1	0
50	=	54	2	$0\frac{1}{2}$
75	=	82	0	1

Yards.		Meters.	Centimeters.
1	=	0.	$91\frac{1}{2}$
2	=	1.	83
3	=	2.	74
5	=	4.	57
10	=	9.	14
25	=	22.	85
50	=	45.	72

* Avoirdupois.

Meters.	Yards.	Feet.	Inches.
100 =	109	1	1
500 =	546	2	5
1000 =	1093	1	11

Yards.	Meters.	Centemeters.
75 =	68.	58
100 =	91.	44

Kilometers.	Miles.
1 =	0.62
2 =	1¼
3 =	1⅞
8 =	5
10 =	6¼
25 =	15½
50 =	31

Miles.	Meters.
⅛ =	.201
¼ =	.402¼
½ =	.804½
¾ =	1.206¾
1 =	1.609
2 =	3.218
5 =	8.045
10 =	16.090

Liters.	Pints.
¼ =	0.44
½ =	0.88
¾ =	1.32
1 =	1.76

	Liters.
1 gill (¼ pint) =	0.1420
1 pint (4 gills) =	0.5679
1 quart (2 pints) =	1.1359
1 gal. (4 quarts) =	4.5435

AMERICAN DIPLOMATIC REPRESENTATIVES IN LATIN AMERICA.

Argentine Republic.

BUENOS AIRES: Minister

Bolivia.

LA PAZ: Minister

Brazil.

RIO DE JANEIRO: Ambassador

Chile.

SANTIAGO: Minister

Colombia.

BOGOTÁ: Minister

Costa Rica.

SAN JOSÉ: Minister

Cuba.

HABANA: Minister

Dominican Republic.

SANTO DOMINGO: Minister

Ecuador.

QUITO: Minister

Guatemala.

GUATEMALA CITY: Minister

Haiti.

PORT AU PRINCE: Minister

Honduras.

TEGUCIGALPA: Minister

Mexico.

MEXICO CITY: Ambassador

Nicaragua.

MANAGUA: Minister

Panama.

PANAMA CITY: Minister

Paraguay.

ASUNCIÓN: (See Uruguay.)

Peru.

LIMA: Minister

Salvador.

SAN SALVADOR: Minister

Uruguay.

MONTEVIDEO: Minister (also for Paraguay)

Venezuela.

CARACAS: Minister

AMERICAN CONSULAR OFFICERS IN MEXICO.

MEXICO CITY: Consul General
ACAPULCO: Consul
AGUASCALIENTES: Consul
CHIHUAHUA: Consul
CIUDAD JUAREZ: Consul
CIUDAD PORFIRIO DIAZ: Consul
DURANGO: Consul
ENSENADA: Consul
FRONTERA: Consul
GUADALAJARA: Consul
HERMOSILLO: Consul
LA PAZ: Consul
MANZANILLO: Consul
MATAMOROS: Consul
MAZATLAN: Consul
MONTERREY: Consul General
NOGALES: Consul
NUEVO LAREDO: Consul

PROGRESO: Consul
SALINA CRUZ: Consul
SALTILLO: Consul
SAN LUIS POTOSI: Consul
TAMPICO: Consul
TAPACHULA: Consul
VERACRUZ: Consul

ALAMOS:
CAMPECHE:
CANANEA:
COATZACOALCOS:
GUANAJUATO:
GUAYMAS:
LAGUNA DE TERMINOS:
OAXACA:
PARRAL:
PUEBLA:
TLACOTLAPAN:
TOPOLOBAMPO:
TORREON:
VICTORIA:
ZACATECAS:
} Consular Agents

AMERICAN CONSULAR OFFICERS IN THE WEST INDIES.

Cuba.

HAVANA: Consul General
CIENFUEGOS: Consul
SANTIAGO DE CUBA: Consul

ANTILLA:
BARACOA:
CAIBARIEN:
CARDENAS:
MANZANILLO:
MATANZAS:
NUEVITAS:
SAGUA LA GRANDE:
} Consular Agents

Dominican Republic.

SANTO DOMINGO: Consul General
PUERTO PLATA: Consul
AZUA: } Consular Agents
MACORIS: }
MONTE CRISTI: }
SAMANA: }
SANCHEZ: }

Haiti.

PORT AU PRINCE: Consul
CAPE HAITIEN: Consul
AUX CAYES: } Consular Agents
GONAIVES: }
JACMEL: }
JEREMIE: }
MIRAGOANE: }
PETIT GOAVE: }
PORT DE PAIX: }

AMERICAN CONSULAR OFFICERS IN CENTRAL AMERICA.

Costa Rica.

SAN JOSÉ: Consul
PORT LIMON: Consul
PUNTA ARENAS: Consular Agent

Guatemala.

GUATEMALA CITY: Consul General
CHAMPERICO: } Consular Agents
LIVINGSTON: }
OCOS: }
SAN JOSÉ DE GUATEMALA: }

Honduras.

TEGUCIGALPA: Consul
CEIBA: Consul
PUERTO CORTES: Consul
AMAPALA:
BONACCA:
ROATAN:
SAN JUANCITO:
SAN PEDRO SULA:
TELA:
TRUXILLO:
} Consular Agents

Nicaragua.

MANAGUA: Consul
CAPE GRACIAS Á DIOS: Consul
BLUEFIELDS: Consul
CORINTO: Consul
MATAGALPA:
SAN JUAN DEL SUR:
} Consular Agents

Panama.

PANAMA CITY: Consul General
COLON: Consul
BOCAS DEL TORO:
SANTIAGO:
} Consular Agents

Salvador.

SAN SALVADOR: Consul General

AMERICAN CONSULAR OFFICERS IN SOUTH AMERICA.

Argentine Republic.

BUENOS AIRES: Consul General
ROSARIO: Consul

Bolivia.

LA PAZ: No consular officer maintained in the republic.

Brazil.

RIO DE JANEIRO: Consul General
BAHIA: Consul
PARA: Consul
PERNAMBUCO: Consul
SANTOS: Consul
CEARA: } Consular Agents
MACEIO:
MANAOS:
MARANHÃO:
NATAL:
RIO GRANDE DO SUL:
SÃO PAULO:
VICTORIA:

Chile.

IQUIQUE: Consul
PUNTA ARENAS: Consul
VALPARAISO: Consul
ANTOFAGASTA: } Consular Agents
ARICA:
CALDERA:
COQUIMBO:
TALCAHUANO:

Colombia.

BOGOTA: Consular General
BARRANQUILLA: Consul
CARTAGENA: Consul
BUCARAMANGA: } Consular Agents
CALI:
CUCUTA:
HONDA:
MEDELLIN:
SANTA MARTA:

Ecuador.

GUAYAQUIL: Consul General
BAHIA DE CARAQUEZ: } Consular Agents
ESMERALDAS:
MANTA:

Paraguay.

ASUNCION: Consul

Peru.

CALLAO: Consul General
IQUITOS: Consul
CERRO DE PASCO: } Consular Agents
ETEN:
MOLLENDO:
PAITA:
SALAVERRY:

Uruguay.

MONTEVIDEO: Consul

Venezuela.

La Guaira: Consul
Maracaibo: Consul
Puerto Cabello: Consul
Caracas:
Barcelona:
Carupano:
Ciudad Bolivar: } Consular Agents
Coro:
Tovar:
Valera:

Note. — In writing to a Consul, the letter should be addressed *Consul of the United States of America*, at —— using the personal name only when the individual, not the officer, is intended.

CHAPTER VI

Regulation for Commercial Travellers

Mexico

ADMISSION OF SAMPLES

The following samples of merchandise are admitted free of duty: (1) Those having no commercial value; (2) pieces of textiles not exceeding 20 centimeters (7.9 inches) in length, although having the full width of the cloth, and all parts of articles which cannot be sold; (3) samples consisting of entire articles, such as manufactures of any material, dry goods, hardware, handkerchiefs, mufflers, socks, shirts, etc., provided they are cut or perforated to destroy their commercial value; (4) samples of wines, brandies, or liquors contained in receptacles having a capacity of not more than 40 centiliters (0.84 of a pint), the weight of the liquid not exceeding 400 grams (0.88 pound), and provided the total net weight or the total volume of the samples sent by one party to one consignee does not exceed 5 kilograms (11 pounds) or 5 liters (5¼ quarts), respectively. In all

other cases samples of dutiable goods must pay the regular duty.

The duty on samples need not be paid in cash if the commercial traveller declares his intention to the customs officers to reëxport the samples upon his departure from the country. In the latter case he is required to furnish a deposit or a bond for the amount of the duty and is furnished with a certificate describing in detail the articles imported, and the duty on each article, as well as the period within which the samples must be reëxported. The reëxportation may take place through any custom house in the country upon the presentation of the above certificate, when the deposit will be returned or the bond canceled upon the identification of the samples. Commercial travellers are usually allowed six months for reëxporting their samples, but the period may be prolonged up to two years upon application to the director of customs. The certificate issued by the custom house through which the samples are imported should always be carried by the traveller and presented upon demand of the various officials, and takes the place of consular invoices when travelling on foreign ships between ports of the republic.

TREATMENT OF COMMERCIAL TRAVELLERS.

The treatment of commercial travellers is subject to the legislation of the respective states, hence there is no uniformity in this regard throughout the republic. The latter is also true of some of the states where the taxes imposed upon commercial travellers differ from municipality to municipality. In some of the states the laws, having become obsolete, are but rarely enforced. It is stated that in some states foreign commercial travellers evade the payment of taxes by registering at hotels as having arrived from some town within the state.

An additional charge of 20–25 per cent of the state tax is levied in some of the states for the Federal revenue.

CENTRAL AMERICA

British Honduras

Commercial travellers are required to procure a license subject to a fee of $10 per annum.

The regulations in force as to treatment of their samples are as follows: On arrival a list is furnished the customs officer of all samples carried by the traveller, and the duty is paid in cash, or its payment guaranteed by a bond. On departure the list is checked. Unsold samples are free of duty, while those sold or unaccounted for are subject to duty, which is deducted from the deposit. Samples of no commercial value are not subject to payment of duty. There is no time limit for the exportation of the samples.

Costa Rica.

Commercial travellers desiring to open a sample room for exhibiting goods must obtain a license from the municipal authority of the town where the exhibit is to be made.

Samples are subject to payment of duty at the time of importation, but if a declaration is made to the effect that they are to be reëxported

a certificate is issued which entitles the traveller to a refund of the duties on the samples re-exported within a period of three months from the date of importation. The wharfage and theater dues, amounting to seven-tenths of a cent (United States) per kilogram, are not refunded. Instead of paying duty in cash a satisfactory bond for the amount due may be given to the customs officials who will cancel it if exportation takes place within the legal period. If the samples are not reëxported within three months, duty must be paid.

Guatemala

There are no laws or regulations in Guatemala concerning the treatment of commercial travellers.

Samples are subject to payment of regular duty unless they can be made valueless by being cut or perforated. If the traveller declares his intention to reëxport the samples, he may furnish a deposit or bond for the amount of duty, which is canceled upon exportation within two months. Failure to export the samples within that period leads to forfeiture of the bond or deposit.

Honduras

Honduras has no laws or regulations regarding treatment of commercial travellers or as to entrance of their samples. The customs tariff states that samples of no commercial value in small pieces are free of duty. This is interpreted as meaning pieces of a few inches in length of cotton or other fabrics.

It has been the custom on arrival of a commercial traveller to examine and appraise his samples, assessing duties, he then giving bond (usually guarantee of some local merchant) for payment in case that on his leaving the country reëxamination proves that he has sold any of said samples; otherwise bond (or guarantee) is canceled and samples taken from the country.

Nicaragua

Commercial travellers of all nationalities visiting Nicaragua are accorded uniform treatment, as to the nature of which no complaints have up to the present time reached this consulate.

The admission of samples is governed by Article 170 of the customs ordinances, as

amended by Article 44 of the amendments of 1904, viz.: —

"Merchandise that is introduced as samples is subject to payment of duty, excepting only dress goods in small pieces and other objects which in the judgment of the administrator of customs have no commercial value.

"The introduction of samples in general, however, will be permitted without duty upon the traveller furnishing a bond satisfactory to the administrator of customs to guarantee the payment of the import duty in case that he does not reship them within a reasonable time, which will be stipulated by the same administrator. The bond authorized will specify the origin, kind, gross weight, and all other particulars which the custom-house employees believe necessary."

Commercial travellers who are unknown, and hence unable to furnish the required bond guaranteeing the payment of the import duty on samples provided they do not reship them, may deposit with the customs officials the amount of the duty, accepting a receipt therefor.

Upon presentation of documents showing that the samples have been reshipped the deposit is returned.

Panama

There are no laws in Panama relating to commercial travellers. Samples are admitted free of duty subject to the following regulations: All foreign commercial salesmen arriving at ports in the republic, and bringing samples with them, must immediately on arrival notify the treasury office at the port of disembarkation and make a declaration of said samples. A landing permit will then be issued, provided the necessary documents are presented. Foreign salesmen bringing such goods into the republic will deposit in the treasury a bond covering the value of the duties of 10 per cent on their invoiced value, according to the certified invoice of the Panamanian consul or a sworn declaration of the importer. This bond will be returned on the presentation of a custom-house certificate stating that no part of the samples have been sold by the salesman during his stay in the republic.

The custom-house certificate must be made out on the official stamped paper of the republic, of the value of $1.90 Panamanian currency (95 cents gold).

Salvador

Travelling salesmen from all foreign countries are allowed to seek business in Salvador without paying any taxes or imposts whatever.

Those having samples must pay duty on same or give bond to do so in case samples are not taken from the country within a certain time. On taking samples from this country the bond is released or the money paid for duty is refunded.

Travelling salesmen from the United States receive the same treatment as those from other foreign countries.

WEST INDIES

British West Indies

Antigua. — There are no special regulations relating to commercial travellers. They are not subject to the payment of any license fees provided they confine themselves to the solicitation of orders from samples and do not carry goods for sale.

No duty is paid on samples if they are reexported when the traveller leaves the island. Upon arriving at the colony a deposit in cash or in the form of an approved bond is left by the traveller with the customs authorities for the amount of duty chargeable on the samples. Upon leaving the island the duty on articles sold or unaccounted for is deducted from the deposit and remainder returned to the traveller.

Bahamas. — The regulations governing the treatment of commercial travellers and the admission of samples in this colony are similar to those in force in Antigua.

Barbadoes. — Regulations similar to those of Antigua.

Dominica. — Regulations similar to those of Antigua. Samples must be reëxported within

three months in order to entitle the commercial traveller to a refund of duties. Duties paid on goods other than samples are refunded if re-exported within twelve months.

Grenada. — Regulations similar to those of Antigua.

Montserrat. — Regulations similar to those of Antigua.

St. Christopher-Nevis. — Regulations similar to those of Antigua.

St. Lucia. — Regulations similar to those of Antigua.

St. Vincent. — Regulations similar to those of Antigua.

Trinidad and Tobago. — Regulations similar to those of Antigua.

Virgin Islands.—Regulations similar to those of Antigua.

Jamaica

No trade license is required nor any fees imposed on commercial travellers in Jamaica. Samples having a commercial value are entitled to a reduction of 25 per cent from the regular duty if remaining on the island. The amount of the duty plus 10 per cent thereof is deposited in cash with the customs authorities on arrival

at the colony, the amount being refunded to the traveller when leaving the colony for all samples reëxported by him. If the samples brought happen to be " cut " or of no commercial value, no deposit is necessary.

Cuba

Commercial travellers on entering Cuba are treated in the same manner as ordinary travellers, and at present are not required to pay a license fee in any of the provinces.

Under the Spanish régime the general Government required a license fee and gave authority to commercial travellers to transact business. This regulation was repealed under the first intervention and the matter turned over to the different municipal councils. Under this system each municipal council could fix the fee to be charged and authorize the grantees to transact business for one month, when the fee was to be renewed. This, however, imposed an unnecessary hardship on the commercial traveller, and as a matter of fact now no fee is charged or collected, although there has been no repeal of the regulation.

ADMISSION OF SAMPLES

The following sections of the customs tariff of Cuba provide for the free admission of certain samples: —

§ 326. Samples of felt, wall paper, and tissues when they comply with the following conditions:

(*a*) When they do not exceed 40 centimeters in length, measured in the warp or length of the piece, even when such samples have the entire width of the piece. The width shall, for tissues, be determined by the list, and for felts and wall paper by the narrow border which has not passed through the press.

(*b*) Samples not having these indications shall only be admitted free of duty when they do not exceed 40 centimeters in any dimension.

(*c*) In order to avoid abuse, the samples declared for free entry must have cuts at every 20 centimeters of their width, so as to render them unfit for any other purpose.

§ 327. Samples of trimmings in small pieces of no commercial value or possible application.

In the case of other samples only a partial remission of the duty is provided for in the following note to section 327 of the tariff: —

NOTE. — No other samples than those provided for in § 326 and § 327 are admitted free of duty; provided that ordinary and usual commercial samples, imported by *bona fide* commercial travellers in their baggage, after examination and identification by the custom-house, upon reëxportation within three months after the date of their importation, are entitled to a refund of 75 per cent of the duties paid thereon, if upon

presentation, at the custom-house for reëxportation said samples shall be positively recognized and identified as being those upon which duty has been paid, and provided further that the appraised value of said samples shall not exceed $500.

Danish West Indies

All foreign commercial travellers receive the same treatment in these islands. No duty is charged on samples unless they are offered for sale.

Dutch West Indies. — Curaçao

Commercial travellers are allowed perfect freedom to transact business in this colony. Samples are admitted free of duty, provided they are not sold in the colony.

Dominican Republic

No special laws seem to exist regarding the treatment of commercial travellers or as to the admission of the samples which they bring. The practice in the custom houses is to determine the amount of duties which the samples would pay; to require from the owner the payment of duty or a bond for this amount, which bond must be given by a local merchant to the satis-

faction of the interventor of the custom house, and, when the owner returns, to collect from him the value of what he has sold. The custom houses ordinarily allow for this purpose a period of ninety days.

French West Indies

The laws and regulations in force in France are generally applied also throughout the colonies and dependencies of the republic.

Haiti

There are no laws relative to the treatment of commercial travellers. However, according to the tariff for professions or industries annexed to the law of August 3, 1900, relative to the administration of direct taxes, enforcement of which is renewed each year, a commercial traveller pays a "patent" of $100 (100 *gourdes*) per annum. By virtue of Article 63 of the law of August 11, 1903, on the withdrawal of the paper money he pays $50 for a license tax (to wit, one-half of the fee for a patent). The application for the license should be made on stamped paper of the value of 4 *gourdes*.

There are no regulations relative to the ad-

mission of samples. Generally they are admitted free of duty, according to the judgment of the custom-house authorities. Thus any quantity of shoes may be admitted if they are all for the same foot, or not more than two pairs; dry goods when they are in quantities not over 1 *aune* (45 inches); liquids in 1 dozen one-eighth or 1 dozen twelve-sixteenth bottles, etc.

SOUTH AMERICA

Argentina

Inciso 132 of the Ley de Patentes fixes the license tax for commercial travellers in the capital and the national territories at $500 a year, while each province fixes its own tax which varies from $400 to $3000 M/N. ($1 M/N = 42.6 cents United States currency.) While the minimum tax in the city of Buenos Aires is $500 M/N a year, many get out of this by declaring themselves "*corredores*" (brokers), thereby paying only $50 M/N. This is all, however, according to arrangements made with the officials in charge of this business and depends to a great degree upon the way they view the matter at the time or their disposition.

Many commercial travellers avoid the payment of any tax at all by doing business through some house already established in the city. All commercial travellers, regardless of nationality, receive equal treatment. The license fees charged by the various provinces are as follows: —

	Pesos M/N.		Pesos M/N.
Buenos Aires, not including the capital	400	Salta	* 1680–3000
		Cordoba	600

* Also issued for half year.

	Pesos M/N,		Pesos M/N,
Santa Fé	400–600	Corrientes	505
Entre Rios	600	San Juan	†960
Mendoza	600–2000	Santiago del Estero	500
Jujuy	200	Rioja	100
Tucuman	800–2000		

It is impossible to give the exact license fee payable in each province, as it entirely depends upon the class of business, and the official in charge is the sole judge in this matter.

ADMISSION OF SAMPLES

Samples without commercial value are passed by the Argentine customs without payment of duty, while those of value are either stamped or marked in such a way as to render them unfit for sale, or are charged with import duty, which is refunded if they are reëxported within six months.

Bolivia

Commercial travellers in Bolivia are liable only to the payment of a municipal tax, the amount of which is fixed by the different municipalities in the republic. The receipt for such payment serves as a license to the traveller to

† Monthly licenses also issued.

conduct his business within the area of the department of which the municipality which collects the tax is the capital. The tax varies also according to the class of goods in which the traveller deals, but in no case does it exceed the sum of 300 *bolivianos* (about $115). There are eleven departments and territories in Bolivia.

Brazil

Commercial travellers are not required in Brazil to have any special documents, such as passports, legitimation papers, or certificates. On entering the country they have no formalities to comply with, and may bring with them samples, which are subject to the ordinary tariff duties, as will be seen below.

While no license is required by the Federal Government from commercial travellers, yet if the latter do not wish to confine themselves to solicitation of orders and desire to be in a position to enforce contracts through Brazilian courts, it is necessary for them to register.

Without registration a firm or individual is not able to bring suit to enforce a debt, and persons buying of an agent who has not been registered pay for their goods or not as they choose, the agent being without legal remedy if

he sells goods before being registered. As a means of avoiding such expense and for other reasons, a large number of travelling representatives establish relations with some local house which is registered, as all commercial houses must be in Brazil, and after selling his goods he turns the business over to the local concern, which, in accordance with an understanding had in that respect, makes the collections and assumes the responsibilities of the business. In this manner the tax in some of the larger places is avoided. In many portions of the republic such a plan is not possible, and it is necessary to take out the license required by the state law.

COMMERCIAL TRAVELLERS UNDER LOCAL LAWS

In most of the states and in several municipalities a license has to be procured by commercial travellers, the fees being fixed, as a rule, in the annual budget law. They are therefore apt to change from year to year. The taxes and fees in the states and municipalities in regard to which the department has obtained official information are as follows: —

Federal District. — In the Federal District commercial travellers are subjected to the taxes imposed by decree No. 5142, of February 27,

1904, which regulates the collection of taxes on industries and professions.

The exercise of commerce by foreign travellers is subject only to notification to be given to the Recebadoria, which determines the amount of license-fee taxes up to 1000 *milreis* ($300). The latter is determined in conformity with the provision of the above decree and of No. 3622, of March 26, 1900, subject to the following conditions: —

A. If the commercial travellers confine themselves to carrying with them samples of merchandise to serve as a basis of orders or shipments they are not subject to any tax.

B. If they make their residence in Rio de Janeiro and show their samples to customers, they have to pay a tax on industries and professions, and must pay the fixed tax of 80 *milreis* ($24) and the proportional tax of 10 per cent on the rent of the place occupied by their trade.

C. If they do not confine themselves to mere samples, and maintain warehouses or carry stock, they are regarded as wholesale merchants, on whom the taxes vary in conformity with the nature of the article which they sell.

D. If in cases *B* and *C* the article dealt in should be subject to a consumption tax, then, in

addition to the tax on industries and professions, the registration license in connection with said consumption tax must also be paid.

In the taxes above mentioned are not included municipal taxes.

Alagoas. — By virtue of decree No. 320, of January 4, 1905, commercial travellers in that state pay an annual tax of 50$000 ($15). No municipal taxes are required.

Amazonas. — By the budget law in force, the taxes to which commercial travellers of firms domiciled abroad, bringing samples, are subject to in that state are 400$000 ($120) in the capital; 200$000 ($60) in the suburban zones, cities, and villages of the interior; 150$000 ($45) on rivers navigable by steamships, and 100$000 ($30) in the other zones of the state.

Bahia. — The tax formerly levied has been recently abolished, owing to the general evasion of payment of the tax.

Ceara. — The tax collected by that state has varied from 200$000 to 500$000 ($60–$150) in the different years included from the period of 1893 to the present date. The present tax of 300$000 ($90), with 50 per cent additional by virtue of Article 2 of law No. 877, of February 11, 1907, is collected on foreigners as well as natives.

Goyaz. — The tax to which commercial travellers are subject in that state is 200$000 ($60) for each commercial house they represent, be they foreign or native, when selling by means of samples, catalogues, or by whatever other means.

Para. — There is no state tax on commercial travellers. The tax of 1:000$000 ($300) collected in Belem since 1900 is a municipal one and applies to strangers and natives alike.

Consul Pickerell reports a reduction of the municipal tax on commercial travellers in the city of Para, which went into effect in 1908. The tax has been fixed at $100, which, with the percentage charged for hospitals, stamps, and other fees, brings the total charge to $118. The consul warns travelling men not to try to do business until after they have secured their license, as the penalty for evasion is confiscation of samples, together with a heavy fine.

Parahyba. — Under the budget law in force commercial travellers are subject to a tax of 100$000 ($30) and 20 per cent additional.

Paraná. — Law No. 596, of March 24, 1905, provides for a tax of 1000 *milreis* ($300) on commercial travellers, in addition to the tax on industries and professions; the same tax has

to be paid by local merchants if they represent commercial houses not located in that state. Persons attempting to evade the payment of the tax are subject to a fine equal to three times the amount due.

Piauhy. — The budget law in force does not contain taxes of any sort payable by commercial travellers. In the first municipality visited by peddlers a tax of 150$000 ($45) is collected, and 100$000 ($30) in any other which they may visit. The municipality of Therezina, capital of the state, also imposes a tax of 50$000 ($15) "on the merchants who make commercial tours with samples."

Pernambuco. — In accordance with article No. 26 of Table B of the budget law in force, that state collects from commercial travellers the fixed tax of 200$000 ($60).

Consul George A. Chamberlain reports that the municipal tax of 150$000 ($45 United States currency) on commercial travellers visiting the city of Pernambuco has been abolished. This exemption does not apply to peddlers or to travellers accompanied by actual goods other than samples.

Rio Grande do Norte. — This state does not collect a tax on commercial travellers, either foreigners or natives.

Santa Catharina. — This state does not collect any tax on commercial travellers.

São Paulo. — No state tax is levied on commercial travellers. Most of the municipalities have placed a prohibitive tax on peddlers.

Sergipe. — No state tax is levied on commercial travellers, the former tax having been recently abolished, as it was found to be largely evaded.

The bureau has no official information as to license fees in other Brazilian states, but is credibly informed from other sources as to the following states: —

Espirito Santo. — There is no state tax. In the city of Victoria there is a municipal tax of 500 *milreis* ($150). In other cities the tax varies from 50 to 250 *milreis* ($15 to $75).

Maranhão. — A fixed tax of 62.5 *milreis* ($18.75) and 5 per cent additional is levied on commercial travellers.

Matto Grosso. — The latest available information for that state is for 1902, when the state tax was 600 *milreis* ($180) for commercial travellers representing one firm and 1000 *milreis* ($300) if representing more than one.

There are, moreover, municipal taxes of 150 *milreis* ($45) in the city of Corumbá and 50 *milreis* ($15) in São Luiz.

Minas Geraes. — No state or municipal taxes are said to be levied here.

Rio Grande do Sul. — State tax, 150 *milreis* ($45). Municipal taxes: Porto Alegro, 200 *milreis* ($60); *Pelotas*, 200 *milreis* ($60); Bagé, 400 *milreis* ($120).

ADMISSION OF SAMPLES

Samples brought by commercial travellers are subject to payment of duty, which is not refunded when taken out of the country. The only exception is in the case of samples the duty on which does not exceed 1 *milreis* (30 cents), which are admitted free.

Samples are allowed exemption from the *expediente* duty of 10 per cent, of which article No. 560 of the custom-house laws treats.

The trunks in which samples are usually transmitted and to which they are tributary must pay duty, but in view of a complaint already presented the Ministry of Foreign Relations has asked the Treasury Department, on the 4th of April, 1907, to urge on the National Congress to pass the necessary legislative act for their free admission. It is recommended that commercial travellers who have already paid in one port in Brazil the customs duty

on samples obtain a pass from the custom house of that port, in order that the samples may be allowed free entry in the next port.

By virtue of decree No. 1103, of February 21, 1903, all merchandise sent from a foreign country for consumption in Brazil must be accompanied by consular invoices, whether it comes by sea or by land. But such documents are dispensed with when the commercial value of the samples in the exporting port does not exceed $50 United States currency, including the expenses of freight, commission, packing, etc.

In case of dissatisfaction with the decision of the appraiser who passes upon the samples, an appeal can be made to the inspector of the custom house. From him the appeal can be carried to the fiscal delegates of the respective states, and finally to the minister of *fazenda* (treasury) in Rio de Janeiro. For the customs dispatch it is more convenient that an official mediator be present, and it is in the interest of the commercial traveller to secure in the most practical manner the services of an experienced arbiter — for example, a friendly merchant residing in the place.

Chile

Commercial travellers are admitted to Chile without any restrictions, and may travel and do business without special permission or license.

Samples of merchandise may be admitted to the country without the necessity of immediate payment of customs duties, provided these samples do not consist of entire pieces of fabrics or complete sets of articles which would take from them the character of samples. Duties must be eventually paid on the goods if they remain more than six months in Chile. If within six months they are shipped to another port of the republic or to a foreign port no duties need be paid. In lieu of the payment of the duties at the time of disembarkation a note is given to the custom house for the amount due, according to the tariff law, payable in six months' time. If the samples do not leave the port within six months the customs officials of that port proceed to collect on the note.

Colombia

Commercial travellers are not required to pay any license fee or tax in order to do business in

Colombia. While no licenses are required, all travellers on arrival in the country must present a passport from their home government, viséed by the Colombian minister or consul accredited to the country or port of embarkation.

Samples in small parts of no commercial value and not exceeding 25 kilos in total weight are admitted free of duty. If in excess of that weight they are subject to duty, unless reëxported within twelve months. It is customary for the commercial traveller to give a bond to the customs authorities for the amount of duty due, which is canceled at the time of the reexportation of the samples within twelve months from the date of their importation. Upon the expiration of that period duty must be paid on all samples still remaining in the country. Samples may be exported through ports other than the port of entry.

Passengers' baggage, up to the weight of 150 kilos (330.69 pounds) per person, is admitted free of duty, provided it is clearly apparent that the goods are for their personal use, and are presented by the traveller in person at the custom house on entry into the country. Any excess of said weight, not accompanied by a consular invoice, is dutiable as the most highly taxed class in the tariff.

Consul-General White has the following to say on the subject of transportation: —

At present and until transportation facilities are much changed and improved, all perishable goods destined for the interior of the country should be so packed as to exclude moisture, and in bundles not exceeding 125 pounds in weight, for convenient transportation on mule back, by peons, or in canoes.

All merchandise that is transported *via* the Magdalena River is subject to a temperature of at least 100° Fahrenheit for a period of about ten days, and articles, such as photographic films, pharmaceutical preparations, etc., are often ruined through insufficient or negligent packing. Goods destined for the interior are exposed to the downpour of tropical rains and may accidentally be submerged in crossing mountain streams or in careless handling in canoes. Merchandise may now be forwarded from the Magdalena River to Bogota *via* the Cambao Cart-Road, but even by this route there is no assurance that it will not be damaged by water.

Ecuador

There is no special law in Ecuador respecting commercial travellers. No license is required,

and samples are admitted free of duty, provided a written guaranty, signed by some responsible firm of the port of entry, is presented to the collector of customs to the effect that the samples will be reshipped within a specified time, either three, six, nine, or twelve months from date of entry.

Advertising matter and samples of no commercial value, whether brought by the traveller or sent by post or freight, are admitted free of duty.

In addition to that, commercial travellers enjoy the right, in common with all other travellers, to bring with them up to 150 kilos (330 pounds) of personal baggage.

GUIANA

British Guiana

No licenses, fees, or taxes are required from commercial travellers visiting the colony. The following regulations have reference to admission of samples of commercial travellers: —

1. "Commercial travellers" shall mean and include any person who satisfies the comptroller of customs that he is soliciting orders for goods on behalf of business people outside of the colony.

2. Commercial travellers shall be entitled to obtain a provisional permit for the possession of any articles imported by them into the colony which the comptroller of customs is satisfied are *bona fide* samples.

Dutch Guiana (Surinam)

No license has to be taken out by commercial travellers, other than those dealing in spirits, who must pay the tax levied on dealers in spirits.

Samples of no value are admitted free of duty. Those having commercial value are inspected by the customs officials, and security has to be given for the payment of import duties. On exportation the goods are again officially inspected, and import duty for any that have been sold is deducted from the security. There is no limit of time fixed for the exportation of the samples.

French Guiana

The laws and regulations in force in France are generally applied also throughout the colonies and dependencies of the republic.

Paraguay

Commercial travellers are divided into three classes, according to the volume and importance

of their business, paying taxes of 1200, 800, and 550 *pesos*, respectively (about $100, $75, and $45).

Samples having value pay duty, but the amount of the duty may be deposited in cash, the only method accepted by the custom-house administration, to be returned to the party, provided the samples thus guaranteed are exported within a reasonable time fixed by the administration.

Peru

There are no restrictions or taxes on commercial travellers in Peru. They are allowed to enter with their samples on presenting to the custom house through a responsible agent an official request to pass so many packages of samples. These are examined and appraised by the officer named, and then a bond is presented by the agent, who undertakes to pay the amount of the duty leviable in respect of any of the samples that may not be reshipped within the term specified, which is generally ninety days. This process will cost the commercial traveller from $2.50 to $5, according to the number of packages he brings, and he is then free to go where he likes with his samples, with-

out being obliged to give an account of them in any part of the interior he may wish to visit. The responsible local agent, before giving the bond to the custom house, usually satisfies himself as to the status of the traveller, who, besides his business card, should bring a letter of recommendation to some known resident in the port through which the traveller enters the country.

Should a commercial traveller enter Bolivia through Mollenda with his samples and not return to Peru, he must send a certificate, signed and viséed by the Peruvian consul at La Paz, to the effect that the said samples have entered Bolivia. The responsibility of the agent at Mollendo then ceases and he can withdraw the bond he has given, there being no duties leviable in Mollendo on articles in transit to Bolivia.

In the municipality of Arequipa commercial travellers are obliged to take out a license, the cost of which is about $12 United States currency per quarter.

Uruguay

Commercial travellers pay a license of $100. This amount entitles the traveller to a license for an entire year, but no reduction is allowed

to those remaining in the country only a part of the year.

Samples of dutiable goods are allowed free temporary importation, the commercial traveller furnishing a bond or deposit for the amount of duty, which is returned when he leaves the country.

Venezuela

There are no laws in Venezuela concerning the treatment of commercial travellers, and no restrictions in regard to the introduction of samples.

Samples of no value are admitted free. Those subject to duty are admitted free subject to their reëxportation from the country.

CHAPTER VII

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